

POMRIL
Pure Non-alcoholic
APPLE JUICE.
Per Dozen Quarts \$6.00.
Per Dozen Pints \$3.50
H. Price & Co.

The China Mail

ESTABLISHED 1845.

CLUB WHISKY
Finest Value in the Colony.
\$14.00 Per Dozen.
H. Price & Co.

No. 13,166.

號三十月六年五零百九千一英

HONGKONG, TUESDAY, JUNE 13, 1905.

日一十月五年巳乙

PRICE, \$3.00 Per Month.

MACEWEN, FRICKEL & CO.

FORWARDING DEPARTMENT.

REGULAR Weekly Departures for EUROPE.
Parcels and Goods shipped to all parts of the World.
All Expenses, including Duty and other destination charges, may be paid by sender, or otherwise as desired.
Goods received for Storage, Packing, Shipment or Transhipment.
Estimates for Freight and other charges upon receipt of Cargo Capacity, Contents, Weight and Value.

CHINA PARCEL EXPRESS.

Office—3, DUNDRELL STREET.
Hongkong, December 5, 1904. 1915

Intimations.

LOST.

ON Sunday, June 12th, at 11 a.m., One GREY AFRICAN PARROT with Red Tail, which flew away in the direction of Sharpe's Hospital, Mount Kellet.
A Reward of \$10 is offered to finder who returns the Parrot to owner.
H. R. PHELIPS,
Bangour,
72, Mount Kellet.

Hongkong, June 12, 1905. 1140

COMMERCIAL UNION ASSURANCE CO., LTD.

ASSETS EXCEED \$70,000,000.

FIRE, MARINE, TYPHOON, ACCIDENT, PLATE GLASS INSURANCE
and FIDELITY Guarantee Policies issued at Lowest Current Rates.

W. H. TRENCHARD DAVIS,
Branch Manager & Underwriter.

Hongkong, June 9, 1905. 1128

NIPPON LAUNDRY.

No. 52 and 53, PRAYA EAST.
ALL Work done in this Establishment is promptly executed. Neatness a Specialty. Ironing and Washing done by experienced Japanese. Prices Moderate.
G. MONYÉ, Proprietor.
Hongkong, February 13, 1905. 308

ROYAL HAIRDRESSING SALOON.

No. 14, BEACONSFIELD ARCADE.
WE beg to notify the Public generally of Hongkong that we have just OPENED a First-class Tonsorial Hall at the above address. We make Cleanliness a Specialty.
Y. K. BAKENILLA, Proprietor.
Hongkong, April 19, 1905. 453

ROYAL TOBACCO FACTORY.

6, BEACONSFIELD ARCADE.
HAVE always a FRESH SUPPLY of TURKISH TOBACCO. Our EGYPTIAN CIGARETTES are Fresh, as we make them every day. We can recommend them as First-class Smokes. We receive our Tobacco Fresh from Egypt by every mail. A Trial Order will satisfy the most sceptical. We defy competition.
T. E. F. SPYROPULOS, Proprietor.
Hongkong, February 16, 1905. 325

S. MOUTRIE & CO., LD.

PIANO AND ORGAN MANUFACTURERS.
14, QUEEN'S ROAD, FIRST FLOOR.

HAVE just received a shipment of second hand Pianos from \$300 upwards, and a written guarantee for a test period of TWO Years given for each instrument.
A large consignment of records at the low figure of \$1.80 each, 5% off wholesale orders.
The largest and most varied Stock of Music in China. Inspection solicited. Our workmen are experienced men.

WE DEFY COMPETITION.
INSPECTION INVITED.
Hongkong March 3, 1905. 458

THE POPULAR
SCOTCH
IS
BLACK & WHITE



JAMES BUCHANAN & CO.
SCOTCH WHISKY DISTILLERS
By Appointment to
H. M. THE KING
and
H. M. THE PRINCE OF WALES

Supplied at all the Leading Clubs and Hotels, and to be obtained from LANE CRAWFORD & Co., Queen's Road Central.

Business Notices.

W. S. BAILEY & CO.

SOLE AGENTS FOR

THE PULSOMETER ENGINEERING CO., LD.

STEAM PUMPS OF EVERY DESCRIPTION.

HONGKONG, CANTON, MACAO AND WEST RIVER STEAMERS.

JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD., AND THE CHINA NAVIGATION COMPANY, LTD.

Hongkong-Canton Line.

s.s. HONAM, 2,383 tons, Captain H. D. Jones.
s.s. FOWAN, 2,338 tons, Captain H. D. Thomas.
s.s. FATSHAN, 2,260 tons, Captain W. A. Valentin.
s.s. HANKOW, 3,073 tons, Captain C. V. Lloyd.
s.s. KINSHAN, 1,993 tons, Captain J. J. Lossius.
Departures from Hongkong to Canton daily at 8.30 a.m. (Sunday Excepted), 9 p.m. and 10.30 p.m. (Saturday Excepted).
Departures from Canton to Hongkong daily at 8.30 a.m., 3 p.m. and 6 p.m. (Sunday excepted).
These Steamers, carrying His Majesty's Mails, are the largest and fastest on the River. Special attention is drawn to their Superior Saloon and Cabin accommodation.

Hongkong-Macao Line.

s.s. HEUNGSHAN, 1,998 tons, Captain W. E. Clarke.
Departures from Hongkong to Macao on week days about 2 p.m. (See Special Summer Time Table).
Departures on Sundays at Noon. Departures from Macao to Hongkong daily at 8 a.m. (Sunday Excepted).
Cheap Excursions on Sundays for s.s. HONAM, leaving Hongkong at 9 a.m., and returning from Macao at 7 p.m.

Canton-Macao Line.

s.s. LUNGSHAN, 215 tons, Captain T. Hamlin.
This steamer leaves Canton for Macao every Tuesday, Thursday and Saturday at 8.30 a.m., and leaves Macao for Canton every Monday, Wednesday and Friday at 8 a.m.

Canton-Wuchow Line.

s.s. SAINAM, 568 tons, Captain J. Wilcox.
s.s. NANNING, 568 tons, Captain O. Butchart.
One of the above Steamers leaves Canton for Wuchow every Monday, Wednesday and Friday at 8.30 a.m., and the other leaves Wuchow for Canton on the same days at 8.30 a.m. Round trips take about five days. These vessels have Superior Cabin accommodation and are lighted throughout by electricity.

Hongkong-Wuchow Line.

The Twin Screw Steamer LINTAN, 873 Tons, Captain B. Branch, Makes a Round Trip to Wuchow (calling at all ports en route) and back once a week.
This Fine New Steamer—
Further particulars may be obtained at the Office of the—
HONGKONG, CANTON & MACAO STEAMBOAT CO., LD.
18 Bank Buildings, Queen's Road Central, opposite the Hongkong Hotel.
Or of BUTTERFIELD AND SWIRE,
Agents, CHINA NAVIGATION CO., LTD.

PELHAM HOUSE.

PRIVATE HOTEL CENTRALLY SITUATED.

SPECIAL TERMS FOR MONTHLY BOARDERS.

RATES MODERATE. 25, WYNDHAM STREET. 1635

HARRIS KEENEY COMPANY

BEG to announce that they HAVE OPENED a SHOW ROOM in PEDDER STREET, Next to the Post Office, just opposite the main entrance to the Hongkong Hotel, with a full line of High-grade FIBRE, RATTAN and HARDWOOD FURNITURE, etc., etc.

DON'T FORGET THE LOCATION.

CLARK'S STUDIO,

4, ICE HOUSE STREET.

PORTRAITURE IN ALL STYLES.

AMATEUR WORK A SPECIALITY.

Hongkong, October 5, 1904. 1812

FIVE POINTS

ABOUT

'SINGER' SEWING MACHINES.

PRICES CHEAPER THAN AT HOME.

FIVE YEARS' GUARANTEE.

FREE INSTRUCTION.

EASY PAYMENTS.

FREE REPAIRS AND OILING.

Hongkong, March 22, 1905. 1202

WASHING BOOKS.

(In English and Chinese.)

WASHBURN'S BOOKS, for the use

of Ladies and Gentlemen, can now

be had at this Office—Price, \$1 each

Try a Man Office

CARLTON HOUSE HOTELS,

No. 8 and 10, Ice House Road.

EXCELLENT FURNISHED ROOMS.

COMFORT OF RESIDENTS AND THE CUISINE A SPECIALTY.

FOR TERMS, APPLY TO THE MANAGER.

Hongkong, April 18, 1905.

CHEE WING & CO.

28 & 29, LEE YUEN STREET (WEST)

HONGKONG.

DEALERS IN

All Sorts of COPPER, BRASS, STEEL

IRON WARE, &c.

STEEL GIRDERS and TEES.

CORRUGATED IRON, PIG IRON, &c.,

Suitable for

SHIPS, ENGINEERS and HOUSE BUILDERS.

Hongkong, May 29, 1904. 1227

PERFECTION IN CHEESE.

EYSEN'S CRUSTLESS DUTCH

in Small Tins.

DUTCH CREAM CHEESE

in 1 Kilo Tins.

OF ALL DEALERS.

Hongkong, May 27, 1904. 1039

Business Notices.

BELL'S ASBESTOS

EASTERN AGENCY, LTD.

ENGINE PACKINGS AND JOINTINGS

FOR HIGH OR LOW PRESSURES.

PUMP PACKINGS.

OFFICE AND SHOW ROOM: 6, DES VŒUX ROAD.

LANE CRAWFORD & CO.

NEW STOCK OF

CABIN TRUNKS,

SOLID SOLE LEATHER,

CANVAS, WOOD, &c.

A LARGE SELECTION OF

KIT BAGS, SUIT CASES,
AND EVERY REQUISITE FOR TRAVELLERS.

LANE, CRAWFORD & CO.

The Peak Hotel.

ADMIRABLY SITUATED AT VICTORIA GAP.
Adjoining the Tramway Terminus, 1,400 feet above Sea Level.
OPEN to the South Winds in Summer and protected from the North-East Winds in Winter. Commanding a magnificent view of Hongkong, the Harbour and adjacent islands for forty miles.
A FIRST CLASS FAMILY, RESIDENTIAL AND TOURISTS HOTEL
HONGKONG, MARCH 27, 1905.

STAG HOTEL,

148, QUEEN'S ROAD CENTRAL.
WELL FURNISHED AND AIRY BEDROOMS.
Monthly Boarders accommodated on very Moderate Terms.
For Particulars, apply to
HONGKONG, NOVEMBER 3, 1904. THE MANAGER. 1985

KELLY & WALSH, LTD.

THE RUSSO-JAPANESE WAR
ILLUSTRATED; Part 8, ... \$1.25
New Map of Manchuria, E. China
and Korea and Parts of Transbai-
kol and Amur Provinces ... 1.75
From Tokyo Through Manchuria,
with the Japanese Navy, by F.
T. Jono; 80 Illustrations ... 18.50
Free Opinions Freely Expressed, by
Mario Corelli ... 1.75
The Storm of London, by F. Dick-
berry ... 1.75
Sandy, by Alice Hegar Rice ... 1.75
Roger Trevelyan, by J. Hocking ... 1.75
A Modern Utopia, by H. G. Wells ... 1.75
Eminent, by Frank Danby ... 1.75
The Flute of Pan, by John Oliver
(Hobbs) ... 1.75
The Trumpet, by A. E. W. Mason ... 1.75
The Marriage of William Ash, by
Mrs. Humphrey Ward ... 1.75
The Wonders of Life, by Ernst
Haeckel ... 4.70
The Design of Beams, Girders and Col-
umnar Structures, by W. H. Atherton ... 5.25
Colonial Office List, 1905 ... 9.00
Hazzell's Annual, 1905 ... 3.00
YACHTING IN HONGKONG, by
F. H. MAY, C.M.C. ... 5.00

UP-TO-DATE

PRINTING

NEW PLANT

NEW TYPE

EUROPEAN SUPERVISION

LOWEST PRICES.

ESTIMATES FREE.

Business Notices.

GREEN ISLAND CEMENT CO., LD.

PORTLAND CEMENT

Casks of 375 lbs. net, \$4.50 per Cask, ex Factory.

\$2.70 per Bag, 250 lbs. net, ex Factory.

Shewan, Tomes & Co.,

GENERAL MANAGERS.

Hongkong, March 7, 1905. 2659

FAIRALL & CO.

SEASON'S NOVELTIES
IN ALL DEPARTMENTS.

NEW CONSIGNMENT OF

CHILDREN'S SHOES & SANDALS.

DRESSMAKING A SPECIALITY.

22, QUEEN'S ROAD, OPPOSITE HONGKONG HOTEL.

Hongkong, May 20, 1905. 1098

HONGKONG HOTEL.

UNRIVALLED FOR COMFORT AND CUISINE.

THOROUGHLY UP TO DATE WITH EVERY MODERN LUXURY

MODERATE TERMS AND NO EXTRAS.

A. F. DAVIES, Acting Manager.

THE CONNAUGHT HOTEL.

QUEEN'S ROAD CENTRAL

Large and lofty Rooms Elegantly Furnished. Hydraulic Elevator.

Hot and Cold Water throughout. Special Rates for Tourists.

Launch Service for Guests.

For Terms, apply

THE MANAGER.

THOMAS' HOTEL.

A FIRST CLASS HOTEL, most centrally situated; Well Furnished and Airy

Bedrooms. Monthly Boarders accommodated on very Moderate Terms.

For Particulars, apply to

THE MANAGER.

Hongkong, August 1, 1904. 1413

'NESTOR' SANITARY FLUID.

A CHEAP AND RELIABLE DISINFECTANT
IN ONE GALLON AND FIVE GALLON TINS.

THE VICTORIA DISPENSARY,

Queen's Road Central, Hongkong.

W. BREWER & CO.

23 and 25, QUEEN'S ROAD.

NEW STOCK JUST LANDED.

Foster's Self Playing Bridge Cards. Quill Tooth Picks.
Date Stands. Patent Envelope Fasteners and Red Seals.
Combined Box Snow White Correspondence Cards and Envelopes.
Sultan and Pasha Egyptian Cigarettes. Letter Balances. Scrap Albums.
Lawn Bowls. Croquet. Hockey Balls. Punching Bags. Golf Balls.
Copying Presses—Great Variety—All Sizes.

SOLE AGENTS IN CHINA FOR THE BLICKENSDERFER TYPEWRITER

Model No. 5—\$85.00. Model No. 7—\$125.00.

Quite New. View Book of Hongkong, &c. \$1.00. Post Cards of Hongkong.

SUMMER DRINKS.

HOCKS, WHITE WINES

AND

SAUMUR WINES

MIX EXCELLENTLY WITH AQUARIUS

WATER.

Telephone No. 76.

Caldbeck, Macgregor & Co.,

WINE & SPIRIT MERCHANTS,

15, QUEEN'S ROAD.

Hongkong, June 6, 1905. 2110

Intimations.

G. FALCONER & Co.,
WATCH-MAKERS AND JEWELLERS.
NEW SELECTIONS OF
DIAMOND JEWELLERY AND ENGLISH SILVER WARE.
HIGH-CLASS GOLD AND SILVER WATCHES.
LARGE ASSORTMENT OF SPECTACLES.
PINCE-NEZ AND EYE PRESERVES.
G. FALCONER & Co. are Agents for ROSS'S FAMOUS TELESCOPES AND
BINOCULARS, LORD KELVIN'S NAUTICAL INSTRUMENTS,
ADMIRALTY CHARTS AND BOOKS.
EASTMAN'S KODAKS AND FILMS.
4, QUEEN'S ROAD.

M. MUMEYA,
JAPANESE ARTIST AND PHOTOGRAPHER.
ENLARGEMENTS ON BROMIDE PAPER
AND FINISHED IN CRAYON.
ALL KINDS OF WORK DONE FOR AMATEURS.
6, QUEEN'S ROAD CENTRAL.

JAPAN COALS.
mitsui BUSSAN KAISHA
(MITSUI & CO.)
HEAD OFFICE: 1, RUMBA-CHO, TOKYO.
LONDON BRANCH: 24, LIME STREET, E.C.
HONGKONG BRANCH: PRINCE'S BUILDING, 102 HONG STREET, FIRST FLOOR.

OTHER BRANCHES:
New York, San Francisco, Hamburg, Bombay, Singapore, Souchabaya, Manila, Amoy,
Shanghai, Chefoo, Tientsin, Newchwang, Port Arthur, Seoul, Chomulpo, Yokohama,
Yokosuka, Nagoya, Osaka, Kobe, Maidzuru, Kure, Shimonoeki, Moji, Waka-
matsu, Karatsu, Nagasaki, Kuchinotsu, Sasabe, Matsura, Miike, Hakodate,
Yokohama, etc.
Telegraphic Address: 'MITSUI' (A.B.C. and A.I. Codes.)

CONTRACTORS OF COAL to the Imperial Japanese Navy and Armies and the
State Railways; Principal Railway Companies and Industrial Works; Home and
Foreign Mail and Freight Steamers.
SOLE PROPRIETORS of the Famous Mitsu, Tagawa, Yamano, and Ida Coal Mines.
SOLE AGENTS for Hokoku, Hondo, Kanada, Fajinetsu, Mamoda, Mannoura,
Onsara, Otsu, Sasabara, Tsukuburo, Yoshinotsu, Yashio, Yonokubo, and other
Coals.
S. MINAMI, Manager, Hongkong.

UNTOUCHED BY HAND.
MELLIN'S FOOD
For INFANTS and INVALIDS.
MELLIN'S FOOD WORKS, PECKHAM, LONDON, ENGLAND.

WELLINGTON KNIFE POLISH
WELLINGTON SILVERSMITHS
BLACK LEAD SOAP FOR CLEANING PLATE
POLYBRILLIANT METAL POLISH
JOHN OAKY & SONS, LIMITED, "WELLINGTON" MILLS, LONDON.

ENO'S A SIMPLE REMEDY.
FOR ALL 'FRUIT IMPURITIES'
OF THE BLOOD. **SALT.**
'It is not too much to say that the merits of
ENO'S 'FRUIT SALT' have been published, tested, and
approved, literally from Pole to Pole, and that its
cosmopolitan popularity to-day presents one of the
most signal illustrations of commercial enterprise to be
found in our trading records.'—European Mail.
CAUTION.—See Capsule marked ENO'S 'FRUIT SALT.' Without it you have a
WORTHLESS IMITATION.
Prepared only by J. C. ENO, Ltd., 'FRUIT SALT' WORKS, LONDON, ENG.,
by J. C. ENO'S Patent.
Sold by Chemists, &c., everywhere.

DINNEFORD'S
The Universal Remedy for Acidity of the
Stomach, Headache, Heartburn, Indigestion,
Dyspepsia, Bloating, Biliousness, etc.
Safest and most
Gentle Medicine for
Infants, Children,
Delicate Females,
and the Sick.
DINNEFORD'S MAGNESIA

BRETEL FRERES' BUTTER — THE BEST IN THE WORLD
To be had in all respectable wholesale and retail provision Import Houses.

Intimations.

mitsu BISHI CO.
COAL DEPARTMENT.
MARUNO-UCHI, TOKIO.

CABLE ADDRESS: 'IWASAKI',
which applies to all Branch Offices and
Hongkong and Shanghai Agencies.

AL, ABC 5th EDITION, WESTERN
UNION CODES USED.

ALL LETTERS ADDRESSED
MANAGER, MITSU BISHI CO., WITH
NAME OF PLACE UNDER.

BRANCH OFFICES.
NAGASAKI, MOJI, KOBE, KARATSU
AND HANKOW.

AGENCIES.
SHANGHAI: H. J. H. Tair.
HONGKONG: H. U. JEFFRIES.
YOKOHAMA: M. ASADA.
CHINKIANG: GEARING & Co.
MANILA: MACDONALD & Co.

CONTRACTORS OF COAL to the Imperial Japanese Navy and Foreign Navies;
the Imperial Armies; the Imperial Rail-
way; Sanyo, Kishu, and the other Principal
Railways; Industrial Works; Home and
Foreign Mail and Freight Steamers.
EXPORTERS OF COAL to Hongkong,
Shanghai, Hankow, Singapore, Manila,
North China, Korean ports and America.
SOLE PROPRIETORS of Takashima
Ochi, Shimizu, Namarata and Kani-
Yamada Collieries, and also Hojo Colliery,
which will shortly be ready to produce on
a large scale the best Buzon Coal.
Sole Agents for Kigyo, Komatsu (Tagawa)
and Yashirozaki Collieries (Karatsu).
The Head and Branch Offices and the
Agencies of the Company will receive any
order for Coals produced from the above
Collieries.
Coal sold in 1904 by the Company
amounted to 1,520,000 tons.

TAKASHIMA COAL.
New and additional shafts at the Takashima Colliery have been completed and
this well-known best and most economical
steam coal in the East is now produced in
abundance.
June 11, 1905.

HUMPHREYS' ESTATE & FINANCE
CO., LTD.

THE SHARE CERTIFICATE No. 67
for Eighty-seven Shares Numbered
103730-103816 inclusive on which the sum
of \$2.50 per Share has been paid-up,
standing in the Register in the name of
JOHN ROYLE, of Hongkong, having been
lost, NOTICE IS HEREBY GIVEN that
unless the said Certificate be produced at
the Offices of the Company, Alexandra
Buildings, Des Vaux Road, Victoria
Hongkong, on or before 1st JULY, 1905,
a new Certificate for the said Shares will be
issued, and the old Certificate will there-
after be held by the Company as null and void.

JOHN D. HUMPHREYS & SON,
General Managers.
Hongkong, June 6, 1905.

DOUGLAS STEAMSHIP COMPANY,
LIMITED.

NOTICE.
THE Certificate No. 2493 for 25 Shares
in the above Company numbered
13300 to 13325 inclusive, standing in the
Register of Shareholders in the name of
TONG SHOU PANG, also the Certificate
No. 2494 for 25 Shares in the above
Company numbered 13326 to 13351 inclu-
sive, standing in the Register of Share-
holders in the name of TONG SHOU
KIANG, having been lost, it is thought,
in the destruction of the Steamship Yuen
Wo by fire in the Yangtze River on
about the 26th April, 1905. NOTICE IS
HEREBY GIVEN that Duplicate Certi-
ficates for the said Forty Shares will be
issued at the expiration of one calendar
month from the date of this notice, and
that the Original Certificate will, unless
produced within that period, be hereafter
held by this Company as null and void.

DOUGLAS LAPRAIK & CO.,
General Managers,
Douglas Steamship Co., Ltd.
Hongkong, May 27, 1905.

THE HONGKONG

DOCKS.

A Record of the Founding and
Development of the
Hongkong and Whampoa
Dock Co., Limited.

Reprinted from the 'CHINA MAIL.'

Price Fifty Cents.

To be had at the 'China Mail' Office,
5 Wyndham Street.

Intimations.

**HONGKONG HIGH-LEVEL TRAM-
WAYS CO., LTD.**

NOTICE IS HEREBY GIVEN that an
EXTRAORDINARY GENERAL
MEETING of the above named Company
will be held at the Registered Office of the
Company, Alexandra Buildings, on TUES-
DAY, the 20th instant, at 12.30 p.m., when
the subjoined Resolutions which were
passed at an Extraordinary Meeting of the
Company, held on Saturday, 3rd of June,
1905, will be submitted for confirmation as
Special Resolutions.

RESOLUTIONS:
1. That it is desirable that the Company
may be dissolved and that it be wound
up voluntarily.
2. That the General Managers be and
they are hereby appointed Liquidators.
3. That the Liquidators be and they are
hereby authorized to consent to the
registration of a New Company to be
named the 'PEAK TRAMWAYS
COMPANY, LIMITED,' with a
Memorandum and Articles of Associa-
tion which have been prepared with
the approval of the Consulting Com-
mittee of the Company.
4. That the Liquidators be empowered to
sell to the 'PEAK TRAMWAYS COM-
PANY, LIMITED,' the under-
taking of this Company at the price of
\$200 per share either in cash or shares
of the 'PEAK TRAMWAYS COM-
PANY, LIMITED,' at the option of
Shareholders of this Company and to
enter into all necessary Agreements to
that effect.

JOHN D. HUMPHREYS & SON,
General Managers.
Hongkong, June 6, 1905.

**THE CHINA LIGHT AND POWER
COMPANY, LIMITED.**

THE FOURTH ORDINARY ANNUAL
MEETING of SHAREHOLDERS
in the Company will be held in the Com-
pany's Offices, St. George's Building, No. 6,
Connaught Road, Victoria, on WEDNES-
DAY, 21st June, 1905, at 11 a.m., for the
purpose of receiving Statement of Accounts
and the Report of the General Managers
for the year ending 28th February, 1905,
and electing a Consulting Committee and
Auditors.
The TRANSFER BOOKS of the Com-
pany will be CLOSED on SATURDAY,
17th to WEDNESDAY, 21st June, both
days inclusive.

SHEWAN, TOMES & CO.,
General Managers.
Hongkong, June 9, 1905.

**CHINA LIGHT AND POWER
COMPANY, LIMITED.**

NOTICE IS HEREBY GIVEN that an
EXTRAORDINARY MEETING of
the above named Company will be held in
the Company's Offices, St. George's Build-
ing No. 6 Connaught Road, Victoria, on
WEDNESDAY, 21st June, 1905, at a
quarter past eleven o'clock a.m., when the
subjoined Resolution will be proposed.
Should the Resolution be passed by the
required majority it will be submitted for
confirmation as a special resolution to a
second extraordinary meeting which will
be subsequently convened, and in the event
of it being confirmed the shares will be
offered to Shareholders in the Register on
the 1st day of July in proportion to their
respective holdings.
The General Managers in accordance with
Articles 8 paragraph 2 of the Company's
Articles of Association.

RESOLUTION:
That the Capital of the Company be in-
creased to \$50,000, by the creation of
20,000 new shares of \$10.00 each.
Hongkong, June 9, 1905.

**OARMICHAEL AND
CLARKE.**

CONSULTING ENGINEERS AND
SHIPBUILDERS.
SURVEYORS AND CONTRACTORS.
REPAIRS PROMPTLY ATTENDED TO.
TELEGRAMS: 'OARMICHAEL,' HONGKONG.
A. B. C. Code, 4th Edition.
Lieber's Standard Code.
TELEPHONE, 292.
Hongkong, March 14, 1903.

VIAVI REMEDIES
ASSIST NATURE.

A PURELY VEGETABLE compound
Developed with great success for Mothers
and Daughters. Advice Free.
Mrs WEBB, Manageress, YAU YAU OFFICE,
28, LEIGHTON HILL ROAD, HONG-
KONG, East. Near Race Course and No. 1
Police Station.
Hongkong, May 15, 1905.

MEE CHEUNG,
HIGH-CLASS PHOTOGRAPHER.
Developing and Printing for Amateur.
ENLARGEMENTS & SPECIAL FEATURES.
BRANCH
HONGKONG HOTEL CORNER D.B.

STEAM TO CANTON.

THE new Twin Screw Steel Steamer,
KWONG CHOW,
1,208 tons, Captain J. P. MARRIN.
Leave HONGKONG for CANTON at 9
Every Evening (Saturday excepted).
Leave CANTON for HONGKONG about
6.30 o'clock Every Evening (Sunday
excepted).
These fine new Steamers have unex-
ceptional accommodation for First Class
Passengers and are lit throughout by
Electricity.
Passage Fare—Single Journey, \$4.00
Moats \$1.00 each.
The Company's Wharf is a short distance
West of the Harbour Master's Office.
SHIU ON S.S. CO., LTD.,
AND
YUEN ON S.S. CO., LTD.,
No. 8, QUEEN'S ROAD WEST,
Hongkong, November 9, 1904.

Intimations.

IT'S **Rainier BEER**

I DID, I DO,
I WILL ALWAYS
SWEAR RAINIER
FOR
REFRESHMENT
AFTER
RECREATION.

M. J. CONNELL,
Distributing Agents.

FOR SALE BY ALL DEALERS.
Hongkong, May 13, 1905.

PEEK, FREAN & CO.'S
CELEBRATED LONDON
BISCUITS AND CONFECTIONERY.
NEW STOCK JUST ARRIVED OF
SMALL BANANAS,
SWEET WALNUTS,
ASSORTED FRUITS,
PAT-A-CAKE.

OBTAINABLE AT ALL GENERAL STORES.
Hongkong, May 30, 1905.

To Let.
TO LET.
SHOP, No. 14, QUEEN'S ROAD
CENTRAL.
First floor, No. 12, QUEEN'S ROAD
CENTRAL.
Second floor, Nos. 12 & 14, QUEEN'S
ROAD CENTRAL.
Apply to
S. HISENEY,
Hongkong Hotel.
Hongkong, June 7, 1905.

TO LET.
SEMI-DETACHED VILLAS Two in
Garden Road near the Ferry with fine
Garden, 4 Rooms, Gas and Electric
the Harbour. Rents very moderate.
Apply to
H. RUTTONJEE,
5, D'Aguilar Street, Hongkong.
Hongkong, June 6, 1905.

SUITABLE FOR OFFICES.
2 ROOMS IN PRINCES BUILDINGS.
Apply to
LAUTS, WEGENER & CO.
Hongkong, March 3, 1905.

TO LET.
IMMEDIATE POSSESSION. No. 2
Selbourne Villas (No. 10, Kennedy
Road)—AN 8-ROOMED HOUSE, Ser-
vants' Quarters detached—lately renova-
ted throughout.
Apply to
MOK KOON YUK,
Comptroller's Office,
Butterfield & Swire.
Hongkong, May 23, 1905.

**TO LET—UNFURNISHED AT THE
PEAK.**
WITH IMMEDIATE ENTRY.
LYEE MUN, Barker Road, containing
2 Reception Rooms, 4 Good Bed-
rooms, Excellent Bathrooms and Servants'
Quarters. The house is comparatively new
and is in excellent repair, and splendid
view of the Harbour and very convenient
for Tramway Station at Plantation Road.
Apply to
RUSSO-CHINESE BANK.
Hongkong, May 2, 1905.

TO LET.
MEIRION, No. 2, THE PEAK. Im-
mediate Possession.
Apply to
E. JONES HUGHES.
Hongkong, June 5, 1905.

TO LET.
A BUILDING at CAUSEWAY BAY, at
present in occupation of the Steam
Laundry Co., Ltd.
No. 3, RIFON TERRACE.
FLATS in MONTEFIORE TERRACE, facing the
Polo Ground.
OFFICES in CORNER of Erection, CON-
NAUGHT ROAD (near Blake Pier).
GODOWNS PRATA EAST.
Apply to
THE HONGKONG LAND INVEST-
MENT & AGENCY CO., LTD.
Hongkong, March 7, 1905.

TO LET—IN KOWLOON.
A Most Desirable RESIDENCE suitable
for Boarding House, 12-ROOMS.
Moderate Rent. For Particulars, apply to
Care of 'CHINA MAIL' Office.
Hongkong, April 25, 1905.

TO LET.
WOODBURY Garden Road, Kow-
loon, DETACHED HOUSE and
GARDEN. Moderate Rental. Possession
1st June, 1905.
Apply to
HUMPHREYS' ESTATE & FINANCE
COMPANY, LIMITED.
Hongkong, May 23, 1905.

TO LET.
WITH IMMEDIATE POSSESSION
the 'FOREST LODGE,' Caine Road.
Apply to
H. N. MODY.
Hongkong, May 2, 1905.

**'SIR ROBERT HART'S
MEMORANDUM.'**
A Series of Articles on Sir Robert
HART'S Schemes for the Improve-
ment of China.
Reprinted from the 'China Mail.' To be
had in pamphlet form at this Office.
Price 50 Cents.
Hongkong, July 4, 1904.

TO LET.
WOODBURY Garden Road, Kow-
loon, DETACHED HOUSE and
GARDEN. Moderate Rental. Possession
1st June, 1905.
Apply to
HUMPHREYS' ESTATE & FINANCE
COMPANY, LIMITED.
Hongkong, May 23, 1905.

TO LET.
A UNFURNISHED ROOM and
BATHROOM, suitable for a Bachel-
or, at No. 3, DUBBEL STREET.
Also a GODOWN, Cheap Rental.
Apply to
McEWEN, FRICKEL & CO.
Hongkong, May 5, 1905.

TO LET.
WOODBURY Garden Road, Kow-
loon, DETACHED HOUSE and
GARDEN. Moderate Rental. Possession
1st June, 1905.
Apply to
HUMPHREYS' ESTATE & FINANCE
COMPANY, LIMITED.
Hongkong, May 23, 1905.

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Hongkong, July 4, 1904.

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GARDEN. Moderate Rental. Possession
1st June, 1905.
Apply to
HUMPHREYS' ESTATE & FINANCE
COMPANY, LIMITED.
Hongkong, May 23, 1905.

THE AMERICAN RAILWAY
DISASTER.

HARRISBURG, May 11.—Twenty persons
are known to be dead and more than 100
were injured in a railroad wreck and
dynamite explosion which occurred early
to-day on the Pennsylvania Railroad, in
the southern part of this city. That no
more persons were killed is considered
remarkable by the Pennsylvania officials,
as a full box car of dynamite exploded
directly at the middle of the heavy express
train.

The train carried a number of prominent
persons, and most of them escaped with
only slight injuries. The wrecked train
was the section of the Cleveland and Cin-
cinnati Express, leaving Philadelphia last
night. It consisted of a combination,
baggage, and smoking car, one day coach,
and six sleepers.

There are various theories of how the
wreck occurred, but the official version is
as follows:—About 1.40 o'clock the engine
on an east-bound freight train was flagged
by the crew of a shifting engine ahead on
the same track. The engineer quickly put
on his air brakes, and the train, an un-
usually long one, came to a sudden stop.
The strain on the air valves was severe,
and a connecting air hose in the middle of
the train blew out. This caused the middle
of the train to 'buckle,' and the damaged
cars fell over on the passenger tracks.

Just as this happened the Cleveland
Express came thundering up and 'side
swiped' the wreck. The express was stop-
ped within its own length and the third
sleeper was opposite the wrecked car.
Before any one could leave the passenger
train, which was not very badly damaged,
a few slight explosions occurred, and then
there was one great flash and roar that
shook the earth. The whole affair occurred
within a period of a few seconds.

A scene of horror followed the explosion
of the dynamite. The passenger cars and
some of the freight cars instantly took
fire. As the reverberation of the terrific
explosion died away across the Susque-
hanna River, the agonizing cries of the
injured could be heard. Men and women
came tumbling and climbing from the car
windows and crawled from under the
wreckage. Shortly afterwards another
explosion occurred. Fearing that the
entire freight train might be loaded with
dynamite, no one dared go near the wreck.
Finally the railroad men who knew the
contents of the burning freight train led
the way, and the uninjured passengers
followed.

**Contracted Neuralgia During the
War.**

I had a bad case of neuralgia which I
suffered from during the war. I tried
several remedies but they did me
no good until a friend of mine recom-
mended Chamberlain's Pain Balm which gave me
immediate relief. I have had no trouble
since and must say that I had Chamber-
lain's Pain Balm a fine liniment. I have
since used it for other troubles and always
with good results. —J. Vinton, Jacobabad,
Transvaal. For sale by All Dealers; WAT-
KINS & Co., Ltd., General Agents.

**HONGKONG HIGH-LEVEL TRAM-
WAYS COMPANY, LIMITED**

TIME TABLE.

WEEK DAYS.
7.00 a.m. to 7.30 a.m. Every 30 minutes.
7.30 a.m. to 8.00 a.m. Every 10 minutes.
8.00 a.m. to 8.30 a.m. Every 15 minutes.
8.30 a.m. to 9.00 a.m. Every 10 minutes.
9.00 a.m. to 11.00 a.m. Every 15 minutes.
11.30 a.m. to 12.45 p.m. Every 15 minutes.
12.45 p.m. to 1.15 p.m. Every 10 minutes.
1.15 p.m. to 1.45 p.m. Every 15 minutes.
1.45 p.m. to 2.15 p.m. Every 10 minutes.
2.15 p.m. to 3.00 p.m. Every 15 minutes.
3.00 p.m. to 5.00 p.m. Every 15 minutes.
5.00 p.m. to 8.00 p.m. Every 10 minutes.

SUNDAY.
8.00 a.m. to 9.00 a.m. Every 15 minutes.
9.00 a.m. to 9.30 a.m. Every 30 minutes.
9.30 a.m. to 10.30 a.m. Every 15 minutes.
10.30 a.m. to 11.00 a.m. Every 10 minutes.
11.00 a.m. to 1.00 p.m. Every 15 minutes.
1.00 p.m. to 6.00 p.m. Every 15 minutes.
6.00 p.m. to 7.00 p.m. Every 10 minutes.
7.00 p.m. to 8.00 p.m. Every 10 minutes.

NIGHT CARS as on Week Days.

SATURDAY.
Extra cars at 11.30 and 11.45 p.m.

SPECIAL CARS by Arrangement at the
Company's Office, ALEXANDRA BUILDINGS,
Des Vaux Road CENTRAL.

JOHN D. HUMPHREYS & SON
General Managers.
Hongkong, December 30, 1904.

For Nervous

Exhaustion

CHAPOTEAU'S
Phosphoglycerate
OF LIME

The modern restoration
of the nervous system,
for neurasthenia, prostra-
tion, etc., and in debility, mental
and physical, resulting from
exhaustion of nervous
origin and function.
It is readily assimilated and
restores digestion.

PHOSPHOGLYCERATE SYRUP
(CHAPOTEAU)
PHOSPHOGLYCERATE WINE
(CHAPOTEAU)
PHOSPHOGLYCERATE CAPSULES
(CHAPOTEAU)

6, rue Vivienne, PARIS-FRANCE.

For Sale by A. E. Watson & Co., Limited.

**'SIR ROBERT HART'S
MEMORANDUM.'**

A Series of Articles on Sir Robert
HART'S Schemes for the Improve-
ment of China.
Reprinted from the 'China Mail.' To be
had in pamphlet form at this Office.
Price 50 Cents.
Hongkong, July 4, 1904.

TRAGIC DEATH OF A WELL-KNOWN ACTOR.

The dinner at the Savage Club on Saturday night to the Association of Foreign Journalists, was marked by a tragic event in the sudden death of Mr. Charles Arnold, the well-known actor and vocalist. Mr. Arnold was one amongst the band of entertainers who had volunteered to afford amusement for the guests of the evening. He was called upon by the chairman to sing, and having rendered "Down where the Plover flows" received a very cordial encore. In response Mr. Arnold took his place in front of the piano, and explained to the audience that he would give them an international song. "We take off our hats to the King." In each verse the singer imitates the mannerisms of the country who is supposed to be singing, ending up with a lift of the hat at the words, "We take off our hats to the King." He began with a German verse, and followed this with a Scotch verse and a French verse. Then he commenced to sing the American verse, and as he was about to break into the chorus and raised his hand to lift his hat, he staggered slightly. The lift arm suddenly went to his side, and with a gasp he fell to the floor.

He was immediately removed to another room by three or four friends, and despite the efforts of the medical men who were present, he died in a few minutes, never having regained consciousness.

This information having been conveyed to the chairman (Mr. Chapman), he at once rose and said that he was profoundly sorry to have to make an extremely painful announcement. Their friend Mr. Charles Arnold, who was so recently entertaining them, had passed away. He was sure he could not express the profound regret which he was certain all present and all members of the Savage Club would feel at the distressing event which had just occurred. Their friend had passed away in doing something to please and entertain the distinguished foreign friends who were present that evening, and in doing so he had done all he could in his last moments to promote good fellowship and good will amongst men.

The body was then removed in an ambulance to Charing Cross Hospital mortuary where it awaits an inquest. Death is believed to have been due to cerebral hemorrhage.

Mr. Charles Arnold was of Swiss parentage, and spent the greater part of his life in America. He was about 45 years of age. He first appeared in England in 1884 as Tony in "My Sweetheart," with Miss Minnie Palmer, at the Strand Theatre, establishing his reputation as a dialect actor, which his playing of "Hans the Boatman" and other similar parts fully sustained. In the title role of "What Happened to Jones" he again achieved a marked success. After touring in South Africa and Australia, he settled down at Pocklington, and purely played, except for charitable purposes. He leaves a wife, professionally known as Miss Dot Frederic.

SENSATIONAL BILE BEANS CURE. LADY'S LIFE DESPAIRED OF.

CONSTIPATION, if neglected, often leads to stoppage of the bowels. Bile Beans cure constipation by stimulating the liver to natural action, and in this way they saved Miss Elsie Palmer, of Back 253, Great Osborne Street, Birmingham, England, from a serious operation in the Queen's Hospital, and probably from death. Miss Palmer says: "In my case constipation led to a stoppage of the bowels. I could not take nourishment, and consequently grew too feeble to work. Having taken to my bed, I grew weaker and weaker. It was not thought I should live. Indeed, the clergyman, who parish came to pray at my bedside, as near death was I. The doctor called in a physician, and it was said my only hope of life lay in an operation which might or might not be successful. I was taken to the Queen's Hospital, and prepared for operation; but at the last moment my parents stopped all the proceedings and had me taken back home. This was in consequence of what they heard about the power of Bile Beans, and I was started upon a course immediately. From the first I improved, and in a few days my bowels were acting normally. I gradually got stronger, and in a short time was back at work. Since then I have worked for twelve months, and have never had a trace of my old complaint. That speaks eloquently for the permanence of Bile Bean cures. I was so weak at the time I was taken to hospital for the operation that I believe I should never have lived through it.

The above sensational facts, coming to the ears of a representative of a popular newspaper he at once investigated them. He found that, interesting as were the details given, there was no doubt as to their accuracy. Indeed he discovered that the whole details had been embodied in a declaration and sworn to before Mr. J. Seymour Price, a Birmingham Company-solicitor for Oaths. There can be no doubt that this incident forms one of the most striking proofs obtainable of the value of this great vegetable specific.

Bile Beans are also a cure for indigestion, piles, headache, female ailments, debility, flatulence, and all blood impurities. Of all chemists and medicine vendors, price 75 cents (Mex.) per bottle.

三字經 千字文

1.—THE TRI-METROAL CLASSIC.
2.—THE THOUSAND WORDS' POEM
Translated from the Chinese
by E. J. EYRE, Esq.
To be had—Price 75 Cents the set—from
the CHINA MAIL OFFICE, 6 WYNDHAM
STREET.

THE OWL, GRILL & OYSTER ROOM.

COOKING done by a European Cook. ALL KINDS OF LIQUOR served with Meals. Special Rates to Monthly Boarders.
No. 51, DES VŒUX ROAD CENTRAL.
Hongkong, March 14, 1905.

HOTEL METROPOLE, THE FAVOURITE AND POPULAR SUMMER RESORT.

UNDER ENTIRELY NEW MANAGEMENT.
SPLENDID ACCOMMODATION.—Only Leading Brands of Liquors kept. Everything sold true to name and label. Delectable Beer drawn from the Wood. BILLIARDS AND OTHER SPORTS. PRIVATE DINNERS A SPECIALITY.
J. H. NEWBOLD, Proprietor.
Hongkong, April 1, 1905.

ESPECIAL OLD TOM GIN.

MARSHALL AND ELVY'S
SATINETTE
(REGISTERED)
DOUBLY DISTILLED AND OF MATURED AGE.

TO BE OBTAINED FROM
THE MUTUAL STORES,
DES VŒUX ROAD.
Hongkong May 17, 1905.

N. LAZARUS,
OPTICIAN,
10, D'AGUILAR STREET, HONGKONG.

SIGHT TESTED FREE. LENSES GRIND ON THE PREMISES.
A. S. TUXFORD, Manager.
Hongkong, October 1, 1914.

IF YOU WANT A GOOD STEAK
VISIT
SAM NEWMAN'S SILVER GRILL ROOMS,
37, DES VŒUX ROAD.
Hongkong, March 29, 1905.

D. NOMA, TATTOOER,
80, QUEEN'S ROAD CENTRAL.

THE Public are informed that my Parlours are open from 9 A.M. all day. My 32 years' experience in tattooing is a guarantee of good work and prompt execution. My Colours are absolutely fast and perfectly harmless, and produce a charming effect not attained by any other, as their composition is only known to me. H. R. H. The Duke of York and H. I. H. The Emperor of Russia, both honoured me with their patronage; besides many others of High Rank. Prices Moderate and satisfaction guaranteed as attested by 3700 Recommendations which I have received from all Sources.
Hongkong, August 2, 1904.

For Sale.

FOR SALE.
ONE TEAKWOOD LAUNCH.
Length 6 ft.
Breadth 10 ft.
Depth 6 ft.
Boiler 5 ft. x 6 ft.
Engines 7 x 14 x 10.
Compound Surface Condensing.
For further particulars apply
Box 74,
Care of "CHINA MAIL" Office,
Hongkong, June 7, 1905.

Auctions PUBLIC AUCTION.

THE Undersigned have received instructions to Sell by Public Auction, on
WEDNESDAY,
the 14th June, 1905, at 3 P.M. on Board, H.M. Screw Store-Ship **HUMBER**,
Extreme length ... 245' 6"
Extreme breadth ... 27' 6"
Displacement ... 1,840 tons
Horse Power ... 800.
Engines—Early's compound Surface Condensing.
Boilers—Two double ended cylindrical return tubular; lead on safety valves 70 lbs. Condensers—1 Kitchley and 1 Normandy single, distilling 1,800 and 2,400 galls. of water per 24 hours respectively.
To be sold as she now lies in Hongkong Harbour, with all fittings, stores, &c., on board, including about 110 tons of Coal, Anchors and Cable.
A list of fittings to be sold with the ship may be seen at the Office of the Naval Store Officer, H.M. Naval Yard, and of the Auctioneers; also on board.
The Admiralty will not be responsible for any errors in description of ship, fittings, stores, &c.
The Vessel will be open to inspection for seven days before date of sale, between 10 A.M. and Noon, and 2 and 4 P.M. (Saturday Sunday excepted).
Inspection orders can be obtained from the Auctioneers.
Terms:—Cash before delivery; 25 per cent. of the purchase money to be paid on the fall of the hammer, balance and the clearance to be effected within SEVEN DAYS after the date of sale.
Further special conditions may be obtained on application to the Auctioneers.
HUGHES & ROUGH,
Auctioneers to the Government.
Hongkong, May 31, 1905.

THURSDAY, PUBLIC AUCTION.

THE Undersigned have received instructions to Sell by Public Auction, on
THURSDAY,
the 15th June, 1905, commencing at 2.30 P.M. at his SALES ROOMS, DUNDRELL STREET,
SEVERAL COLLECTIONS OF POSTAGE STAMPS, mostly in large lots, including some rarities. Terms:—As Customary.
On View from Wednesday, the 14th June, 1905.
Terms:—Cash on delivery.
GEORGE L. LAMBERT,
Auctioneer.
Hongkong, June 10, 1905.

Auctions.

PUBLIC AUCTION.
THE Undersigned have received instructions to Sell by Public Auction, for ACCOUNT OF THE CONSIGNEE, on
FRIDAY AND SATURDAY,
the 16th and 17th June, 1905, commencing each day at 2.30 P.M. sharp, at their SALES ROOMS, No. 8, DES VŒUX ROAD, Corner of Ice House Street,
A VERY FINE COLLECTION OF JAPANESE CURIOUS AND WORKS OF ART,
Comprising:—
SILK-EMBROIDERED FALDERS AND TEMPLER HANGINGS, BED COVERS, CUSHIONS, VERY FINE SATSUMA TEA SETS, VASES, WALL PLATES, INCENSE BURNERS, BRONZE AND BRASS VASES, SILK-EMBROIDERED SCREENS, GOLD AND SILVER CLOISONNE WARE, IVORY CARVINGS, GOLD LACQUERED CABINET, &c., &c., &c.
Catalogues will be issued.
Terms:—As usual.
HUGHES & ROUGH,
Auctioneers.
Hongkong, June 9, 1905.

PUBLIC AUCTION.
BY ORDER of the Trustee in Bankruptcy Messrs HUGHES & ROUGH have been instructed to Sell by Public Auction, on
MONDAY,
the 19th day of June, 1905, at 3 o'clock in the afternoon, at their Auction Rooms, No. 8, Des Vœux Road Central,
THE VALUABLE LEASEHOLD PROPERTY,
known as Nos. 1 and 2, PARK TEE LANE, registered in the Land Office as the remaining portion of SECTION C OF INLAND LOT No. 62, held for a term of 999 years from the 7th day of February, 1852.
Annual proportion of Crown Rent \$17.81. Area 1516 square feet or thereabouts.
The property is let for \$95 a month. Particulars and Conditions of Sale may be obtained from
Mr. JOHN HASTINGS,
No. 38, Queen's Road Central,
The Vendor's Solicitor;
or of
Messrs HUGHES & ROUGH,
The Auctioneers.
Hongkong, June 8, 1905.

WEEKLY NEWS FOR HOME.
Published to suit the Departure of each English and French Mail Steamer to Europe.

FULL REPORTS
AND ALL THE LATEST INTELLIGENCE
(Commercial, Shipping, etc.)
\$17 per Annum (including Postage).
CHINA MAIL OFFICE,
5, WYNDHAM STREET, HONGKONG.

THE OVERLAND CHINA MAIL
Published to suit the Departure of each English and French Mail Steamer to Europe.

WEEKLY NEWS FOR HOME.
Published to suit the Departure of each English and French Mail Steamer to Europe.

FULL REPORTS
AND ALL THE LATEST INTELLIGENCE
(Commercial, Shipping, etc.)
\$17 per Annum (including Postage).
CHINA MAIL OFFICE,
5, WYNDHAM STREET, HONGKONG.

THE OVERLAND CHINA MAIL
Published to suit the Departure of each English and French Mail Steamer to Europe.

Dentistry.

DR. HARRY FONG,
AMERICAN TRAINED DENTIST.

ELECTRICAL and Latest Improved Appliances.
51, QUEEN'S ROAD CENTRAL.
Hongkong, July 28, 1904.

THE AMERICAN SYSTEM OF DENTISTRY.
DR. M. H. CHAUN,
37, DES VŒUX ROAD CENTRAL, HONGKONG.
From the University of Pennsylvania, U.S.A.
Hongkong, July 28, 1904.

KWAN LEE SHEUNG,
DENTIST.
(STUDENT OF DR. G. O. ROGERS),
TAI SAN STREET, CANTON.
March 10, 1905.

SIEN TING
Surgeon Dentist,
No. 14, D'AGUILAR STREET.
TERMS VERY MODERATE.
Consultation Free.
Hongkong, April 24, 1906.

AGENTS FOR THE CHINA MAIL.
LONDON.—F. ALLEN, 11 & 12, Clement's Lane, Lombard Street, E.C. STREET & CO., 30, Cornhill, GONDON & COXON, Langate Circus, E.C. BATES, 117 & 118, St. Martin's Lane, W.C. SMITH, DEACON & CO., 150 & 151, Leadenhall Street, W. M. WILKS, 151, Cannon Street, E.C. ROBERT WATSON, 100, Fleet Street, C. MITCHELL & CO., 8, Snow Hill, Holborn Viaduct, E.C. SELL'S ADVERTISING AGENCY LTD., 187, Fleet Street, E.C.

PARIS AND EUROPE:—MAYENNE, FAIRB & CO., 18 Rue de la Grange Batelière.
NEW YORK:—THE CHINESE EMERALD OFFICE, 52, West 22nd Street.
SAN FRANCISCO and American Ports generally:—BEAN & BLAIR, San Francisco.
AUSTRALIA, TASMANIA, AND NEW ZEALAND:—GORDON & GORDON, Melbourne and Sydney.
CEYLON:—W. M. SMITH & CO., THE APOTHECARIES CO., Colombo.
BATAVIA:—H. M. VAN DONK & CO.
SINGAPORE, STRAITS, &c.:—J. KELLY & WALSH, LTD., Singapore.
PHILIPPINE ISLANDS:—A. S. WATSON & CO., Manila.

CHINA:—AMONG, N. MOULLE & CO., LIMITED, Pootung, BROOKLYN & CO., Shanghai, LAY, CRAWFORD & CO. and KELLY & WALSH, Yokohama, LAY, CRAWFORD & CO., and KELLY & WALSH.

'THE REVENUE OF CHINA.'
A SERIES OF ARTICLES,
Reprinted from 'The China Mail,'
WITH AN APPENDIX.
To be had at the OFFICE of this PAPER, Messrs. KELLY & WALSH, LTD., And Messrs. W. BROWNE & CO. Price, 50 Cents.

ADVERTISE
ADVERTISE
ADVERTISE

'The Life of Trade.'
A ONE-TIME order, like one blow of the hammer on the head of the nail, makes an impression, but it is only the continuous insertion of the advertisement, like the continuous pounding on the head of the nail, that drives the argument home and clinches it.

THE BEST Medium for Advertising is
China Mail.
Read by all Classes in the Colony and undoubtedly the POPULAR & LEADING PAPER.
Established over Half-a-Century.

His Britannic Majesty's Ships on the China Station.

Name.	Class.	Tons.	Gras.	H.P.	Captain.	Last reported at.
Albatross	despatch-vessel.	1730	12	3000	Comdr. Richard M. Harbord	Weihaiwei
Albatross	battleship, 1st class	12,000	12	13,500	Captain Sydney R. Fremantle	On way home
Albatross	cruiser, 1st class	1000	6	1400	Reserve	Hongkong
Albatross	cruiser, 2nd class	11,000	10	16,500	Capt. R. N. O'Malley	Hongkong
Albatross	cruiser, 1st class	4360	10	—	Capt. L. G. Taffell	Shanghai
Albatross	gunboat, 1st class	4360	10	7000	Capt. H. H. Torless	Shanghai
Albatross	gunboat, 1st class	710	6	1300	Reserve	Hongkong
Albatross	battleship, 1st class	10,100	14	13,000	Captain Fegan	Singapore
Albatross	water tank and tug	390	—	390	—	Hongkong
Albatross	torpedo boat destroyer	360	8	6700	Comdr. H. D. Wilkin, D.S.O.	Pootung
Albatross	battleship, 1st class	12,950	10	13,500	Lieut.-Comdr. Stevenson	Hongkong
Albatross	torpedo boat destroyer	275	6	4000	Captain Hon. Walter G. Stopford	Weihaiwei
Albatross	Special Torpedo-vessel	6400	14	2400	Reserve	Hongkong
Albatross	cruiser, 1st class	12,000	14	21,000	Lieut.-Comr. Richards	Hongkong
Albatross	ship	1840	—	800	Capt. E. F. B. Charlton	Shanghai
Albatross	cruiser, 3rd class	3800	17	9000	Lieut.-Comdr. P. M. Radford	Weihaiwei
Albatross	torpedo boat destroyer	280	4	3900	Captain W. B. Faulkner	Hongkong
Albatross	river gunboat	180	4	800	Reserve	Hongkong
Albatross	battleship, 1st class	12,950	10	13,500	Lt.-Comdr. E. V. R. Dugmore	Yangtze
Albatross	torpedo boat destroyer	350	6	6300	Lt.-Comdr. F. B. Noble	Hongkong
Albatross	aloop	1015	6	1400	Captain T. G. Groet	Singapore
Albatross	Surveying-vessel	835	6	650	Reserve	Hongkong
Albatross	river gunboat	85	2	240	Comdr. C. E. Moore	Hongkong
Albatross	cruiser, 2nd class	85	2	240	Lt.-Com. R. E. Vaughan	Hongkong
Albatross	cruiser, 2nd class	3600	2	9000	Lt.-Com. H. T. Atay	West River
Albatross	cruiser, 1st class	12,000	14	21,000	Capt. C. H. H. Moore	Weihaiwei
Albatross	torpedo boat destroyer	250	6	6500	Lt.-Comdr. Davidson	Yangtze
Albatross	receiving ship	4600	6	—	Captain Wm. L. Grant	Hongkong
Albatross	river gunboat	180	2	800	Commodore Dicken	Hongkong
Albatross	cruiser, 2nd class	3400	8	9000	Lt.-Comdr. E. Leetman	Yangtze
Albatross	coast defence gunboat	12,950	10	13,600	Capt. J. A. C. Wilkinson	On passage home
Albatross	battleship, 1st class	835	6	6500	Reserve	Hongkong
Albatross	torpedo boat destroyer	250	6	5900	Capt. Leslie Stuart, O.M.G.	On way home
Albatross	surveying ship	250	6	5900	Comdr. R. W. Allen	Hongkong
Albatross	torpedo boat destroyer	150	2	600	Lieut.-Com. C. E. L. Thomas	Hongkong
Albatross	river gunboat	150	2	600	Lieut.-Com. G. W. Wrightson	Upper Yangtze
Albatross	river gunboat	150	2	600	Lieut.-Com. Jno. P. Knox	Upper Yangtze

* Flag of Vice-Admiral Sir Gerard H. Noel, Commander-in-Chief

+ Flag of Rear-Admiral the Hon. A. G. Carson-Howe, O.B., O.M.G.

Foreign Men-of-war on the China and Japan Station.

Names	Flag and Description.	Tons.	Grms.	H.P.	Captains.	
Aspern	Austro-Hungarian cruiser	2437	20	7300	Capt. Friedrich Grünzberger	Singapore
Kaiserin Elisabeth	Austro-Hungarian cruiser	4000	29	8000	Captain Mirti Franz	Shanghai.
Achelon	French armoured gunboat	1750	10	1700	Comdr. Laferriere	Salgon
Alonetta	French gunboat	300	7	400	Lieut. A. Varney	Salgon
Argus	French gunboat	123	—	500	Lieut. Journe	Salgon
Aspic	French gunboat	475	3	450	—	Hongkong
Avalanche	French gunboat	140	5	150	—	Salgon
Bengali	French gunboat	580	6	400	—	Salgon
Bugeaud	French cruiser	3740	29	9000	Capt. Lefevre	Salgon
Cassiope	French gunboat	140	5	150	—	Salgon
Chateaufort	French cruiser	9318	18	17,000	Captain V. Poldione	Salgon
Comete	French gunboat	525	4	438	Commander Loeul	Salgon
Decade	French gunboat	420	10	900	Commander L'Est	Salgon
D'Assas	French cruiser	4000	31	9500	—	Salgon
Etope	French gunboat	—	—	—	—	Salgon
Foude	French destroyer	350	7	303	Lieut. Jehenne	Salgon
Guedon	French cruiser	9370	36	20,200	—	Salgon
Henri Riviere	French gunboat	—	—	—	—	Salgon
Arvaline	French destroyer	307	7	300	Lieut.-Comdr. Beausant	Salgon
Kersaint	French gunboat	1250	6	2250	Commander Lo Goller	Salgon
Montcalm	French cruiser	9700	12	19,600	Captain Oro	Salgon
Mosquet	French torpedo-boat	350	7	300	Lieut. de Van Prat	Salgon
Paschal	French gunboat	—	—	—	Capt. Houet	Salgon
Pistolet	French cruiser	4015	27	8500	Comdr. Benne	Salgon
Redoutable	French torpedo-boat	350	7	300	Lieut. de Worth	Salgon
Sully	French cruiser	9437	9	6071	Capt. Vincent	Salgon
Styx	French cruiser	1795	10	1700	Captain Guiberleau	Salgon
Surprise	French gunboat	9558	—	20,000	Lieut. Holgro	Salgon
Taklung	French gunboat	629	2	900	—	Salgon
Vauban	French cruiser	6160	23	4660	Captain Blonde	Salgon
Vigilant	French gunboat	123	7	500	Lieut. Carol	Salgon
First Bismarck	German flag ship	11,000	36	14,000	Captain Provo	Singapore
Goier	German cruiser	1775	16	2969	Comdr. von Studnitz	Singapore
Hansa	German cruiser	6330	34	10,000	Capt. Weber	Singapore
Hertha	German cruiser	6500	37	10,000	Capt. Baron Schimmelmann	Singapore
Illis	German gunboat	1009	10	1300	Comdr. Baron von M. Hillebrand	Singapore
Jaguar	German gunboat	860	10	1300	Comdr. Kloebe	Singapore
Lucius	German gunboat	850	10	1344	Comdr. Kroenke	Singapore
Minerva	German gunboat	1908	8	875	Comdr. von Grambow	Singapore
Seeadler	German cruiser	1640	15	2500	Captain Volt	Singapore
Thetis	German cruiser	2680	24	3000	Comdr. Gieseler	Singapore
Tiger	German gunboat	900	10	1300	Capt. Dainhoff	Singapore
Taigantau	German gunboat	170	5	1300	Comdr. Gieseler	Singapore
Vorwa	German gunboat	—	5	500	Lieut. Scharf	Singapore
Elba	Italian cruiser	2300	10	7471	Captain Borda Ried	Shanghai
Marco Polo	Italian cruiser	3600	—	—	Captain Presbitero	Shanghai
Puglia	Italian cruiser	2493	29	7990	Capt. Pescotto	Shanghai
Adamastor	Portuguese cruiser	1963	14	4000	Captain d'Antas Ribeiro	Hongkong
Dia	Portuguese gunboat	720	—	—	Captain Coutinho	Hongkong
Vasco de Gama	Portuguese cruiser	3515	20	6000	Capt. Manuel Vasco de Carvalho	Macao
Albany	U. S. cruiser	3769	28	7500	Capt. Dyer	Cavite
Annapolis	U. S. gunboat	1000	12	1227	Capt. Rohrer	Shanghai
Bainbridge	U. S. torpedo-boat destroyer	423	7	8000	Lieut. Woodward	Manila
Baltimore	U. S. cruiser	4660	—	—	Capt. Sargeant	Manila
Barry	U. S. torpedo-boat destroyer	420	7	8000	Lieut. Irwin	Manila
Chace	U. S. gunboat	203	10	650	Lieut. Diemaker	Canton
Chamney	U. S. torpedo-boat destroyer	420	7	8000	Lieut. E. P. Jessop	Manila
Cincinnati	U. S. cruiser	4313	19	7500	Comdr. Hugo Osterhaus	Manila
Dale	U. S. torpedo-boat destroyer	420	7	8000	Lieut. Garnell	Woonan
Decatur	U. S. torpedo-boat destroyer	420	7	8000	Lieut. A. W. Knox	Manila
Eleanore	U. S. gunboat	500	10	6000	Comdr. J. H. Knox	Manila
Helena	U. S. gunboat	1332	8	1883	Comdr. P. E. Sawyer	Shanghai
Monadnock	U. S. monitor	2390	8	3000	Captain Mahan	Manila
Mustos	U. S. monitor	4084	20	6244	Comdr. J. B. Milhen	Shanghai
New Orleans	U. S. cruiser	4084	20	6244	Comdr. J. B. Milhen	Shanghai
Oregon	U. S. cruiser	10,285	45	7500	Comdr. G. B. Harbo	Ovite
Pampanga	U. S. gunboat	313	3	250	Captain Burwell	Manila
Paragua	U. S. gunboat	201	3	250	Blague J. E. Bass	Ovite
Rainbow	U. S. cruiser	4000	14	—	Capt. Bennett	Ovite
Raleigh	U. S. cruiser	3313	18	7500	Capt. Marshall	Hongkong
San Francisco	U. S. cruiser	4083	27	9813	Captain Verry	Shanghai
San Jacinto	U. S. cruiser	1030	13	1118	Commander Marshall	Manila
Villalobos	U. S. gunboat	347	4	500	Lieut. H. A. Wiley	Shanghai
Wilmington	U. S. gunboat	1397	—	1034	Comdr. A. W. Dodd	Shanghai
Wisconsin	U. S. flag ship	12,000	60	12,000	Captain Clover	Manila

Ask for TANSAN

A NATURAL MINERAL WATER Bottled at the Springs at Takaradzka.

The Clifford-Wilkinson

Tansan Mineral Water Co., Limited, Kobe, Japan.

For Case of 43 Pints \$6.00
For Case of 100 Pints \$8.00

Crisp, Delicious, Invigorating.

Drink the World Renowned Nerve and Muscle Strengthening.

THE Original and Genuine is J. Clifford-Wilkinson's.

ACTS gently, Acts pleasantly. Acts beneficially.

NOTHING like it, for depressed Spirits.

SIMPLY marvellous.

AND worth its weight in Gold.

NOTHING can replace its purity.

TANSAN

Can be obtained at all 1st Class HOTELS and BARS in the FAR EAST.

Beware of fraudulent IMITATIONS.

The only genuine TANSAN Bears the name of

'J. CLIFFORD-WILKINSON.'

H. PRICE & CO.,
12, QUEEN'S ROAD,
HONGKONG, JUNE 13, 1905.

WM. POWELL,
LIMITED.

ALEXANDRA BUILDINGS.

SICILIAN ALPACAS

FOR SUMMER GOWNS,

in Grey, Brown, Fawn, Navy and Light Colors.

'Eclipse'

DRESS LINENS

in Navy Blue, Butcher Blue, Light Blue, Green, Dark Red and Fawn.

AT 75 Cts. per yard.

INSPECTION INVITED.

WILLIAM POWELL,
LIMITED.

HONGKONG.



TRADE MARK.

Telephone No. 135.

BOTTLED ALES AND BEERS.

Ind. Coops. & per doz. per doz.
Co. Ale 8 Pts. \$16.00 \$2.10
Bass, Light 4 Pts. 18.00 4.50
Do. 8 Pts. 20.00 2.50

Bass, Boar's Head 8 Pts. 28.00 3.30
Amstel Pilsener 4 Pts. 18.00 4.15
Do. 8 Pts. 18.00 2.75

Rein. Ludwig 6 Pts. 16.00 2.70
Pilsener, Dark 4 Pts. 18.00 4.15
Do. 8 Pts. 18.00 2.75

Blatz, American 8 Pts. 27.00 4.60
Do. 10 Pts. 28.00 2.85
Yebisu, Japanese Light 8 Pts. 15.00 2.00

BOTTLED STOUT.
Ind. Coops. & per doz. per doz.
Co. Ale 8 Pts. \$18.50 \$2.35
Guinness, Boar's Head 4 Pts. 10.00 5.00
Guinness, Boar's Head 8 Pts. 24.00 3.00

SOLE AGENTS:
H. PRICE & CO.,
12, Queen's Road Central.

MEMOS. FOR TO-MORROW.
Tender Closed.

11 a.m.—Government Bills received by Chief Paymaster, Army Pay Department.

Auction.
3 p.m.—Auction of Store-ship Number on Board.

General Memoranda.
Thursday, June 15—
2.30 p.m.—Auction of Postage Stamps, at Mr. Geo. Lammer's Sales Rooms. Goods per Jura not cleared at 4 p.m. on this date subject to rent.

Friday, June 16—
2.50 p.m.—Auction of Japanese Curios, at Messrs. Hughes & Hough's Sales Rooms.

Saturday, June 17—
12.30 p.m.—Auction of Household Furniture, at Mr. Geo. P. Lammer's Sales Room.

Transfer Books of China Light & Power Co., Ltd., closed from this date to 21st June inclusive.

Monday, June 19—
3 p.m.—Auction of Household Property at Messrs. Hughes & Hough's Sales Rooms. Goods per Jura undelivered after this date subject to rent.

Tuesday, June 20—
12.30 p.m.—Meetings of Hongkong High-Level Transport Co., Ltd., at the Registered Office.

Goods per Jura undelivered after this date at Noon will be subject to rent and landing charges.

Wednesday, June 21—
11 & 11.15 a.m.—Meetings of China Light & Power Co., Ltd., at the Company's Offices.

A. S. WATSON & Co., Ltd.
ESTABLISHED A.D. 1841.

CHEMISTS, DRUGGISTS, PERFUMERS, &c.

RECOMMENDED:

Watson's Prickly Heat Lotion.

A RELIABLE AND EFFICACIOUS REMEDY.
Immediately relieves the irritation.

Watson's Household Ammonia.

FOR THE BATH, TOILET AND HOUSEHOLD.
Promotes a healthy action of the skin, counteracts all effects of perspiration, and is as refreshing and invigorating to the system as a Turkish Bath.

Watson's Carbolic Soaps.

RECOMMENDED BY THE MEDICAL PROFESSION.
A. S. WATSON & CO., LIMITED,
CHEMISTS BY APPOINTMENT TO HIS EXCELLENCY THE GOVERNOR.
THE HONGKONG DISPENSARY, ALEXANDRA BUILDINGS.

BIRTH.

On the morning of June 2, 1905, at Sochow, the wife of FRANK GROVE, of a daughter.

NOTICE TO CORRESPONDENTS.

All business communications for this office should be addressed to THE MANAGER. Communications intended for publication should be addressed to THE EDITOR, and not to any person by name. We cannot undertake to return rejected communications. Any communication not accompanied by the signature of the writer will be rejected without consideration. All communications must be legibly written upon one side of the paper. Telephone, No. 22.

The China Mail.

HONGKONG, TUESDAY, JUNE 13, 1905.

EDITORIAL COMMENT.

To talk about the proposed railway from Loggerheads to Canton now is to give people what is vulgarly called the 'hump,' but even at such a great risk of causing a malformation of the Colony's physique we feel constrained to hark back to the threadbare question if only to point out that if the concessionaires wish to dally a little longer they might do so without much fear of the opposition by the Canton-Whampoa line, and its offshoot to Amoy, getting in ahead of them and establishing a prior claim to traffic. We have previously pointed out the danger of a line being built to Whampoa, and gave publication to the scheme being developed in some speculative Chinese minds to connect the rich country lying south-west of Amoy with Whampoa, and now it is our duty, no less than our pleasure, to make known to those who happen to be ignorant of the fact that even yet the British turtle might be able to catch up to the Chinese hare, if the latter manages to continue to quarrel with his friends as he appears to be disposed to do at present. Whampoa, though it is near the deep sea, has many disadvantages. It is, it is said by experts who ought to know, too shallow to allow of deep draught steamers making use of the place as a regular port of call, and the river silt too rapidly to allow of dredging being carried out with anything like profit. Our American friends adhere, however, to the belief that the place can be converted into a port, and an agent is busy at work endeavouring to find the capital to commence operations. As a sort of encouragement, too, we understand some vessels have already commenced including Whampoa in their list of ports of call, and go there and discharge what cargo they have for Canton into lighters to be towed up river. Though this might be encouraging to the promoters of the scheme to lay a line between Canton and Whampoa, it seems as though the natural jealousy and desire for dollars on the part of the Chinaman is going to bar the project for some time, for we have it on the authority of the *North China Daily News* that the officials who are likely to get any squeeze out of the line when it is approved are at loggerheads amongst themselves, and quarreling ostensibly on a point of procedure. Mr. Chang Chon-hsun, Director General of Railways for the Two Kwang and Min-Chi provinces, is fathering the scheme, and he cannot put it into operation, it seems, owing to the hostility of Viceroy Tsen and Governor Chang of Kwangtung. Director General Chang, in projecting the two lines, omitted, to first consult with these two highest authorities of Kwangtung province, and so when the former recently asked them to issue proclamations ordering the masses not to interfere with the building of the new lines and other matters relating to the projected railways the two high functionaries declared that they were officially ignorant of the schemes and then telegraphed to the Shanghai complaining of the conduct of the Director-General. They declared that, as the immediate Governors of the province, anything relating to it must be first referred to them and that not until it had been found that there was nothing detrimental to the masses or the national interests in the projects in hand, should the Director-General of Railways be permitted to put his schemes into action. To lay the grounds for obstruction upon solicitation for the welfare and interests of the masses is ingenious in

LOCAL AND COAST NEWS.

The German Mail of the 10th May was delivered in London on the 10th June.

H.F. Chao Erh-shin, the new Viceroy, has postponed his departure for Mukden.

There were 289 European, and 99 Chinese visitors to the City Hall Library and 66 European and 1,154 Chinese visitors to the Museum during the week ending June 11.

In the central division of the city 3,014 houses have been limewashed this season and in the western district 1,208. There have been no prosecutions for failing to limewash.

A report by the Medical Officer of Health, concerning the 'Epidemic of Plague' during 1904, (already referred to) was laid on the table at this afternoon's meeting of the Sanitary Board.

At the Magistracy this morning, before G. N. Orme, Coram Richards was charged with keeping a disorderly house at 52 Hollywood Road. She pleaded guilty and was ordered to abate the nuisance within one month.

Leave-of-absence on private affairs to the neighbouring countries has been granted to Major S. H. Polley, 2nd Royal West Kent Regiment, from June 21 to July 23, and to Major H. P. E. Parker and Lieutenant M. A. Hamer, 129th Baluchis, from 6th July to 3rd September.

The Tientsin community had received a shock in the sudden death of Mr. W. Staats, of Messrs. Biffeld and Sun, who succumbed to paralysis of the heart following hydrophobia. Mr. Staats was at one time well known and popular in Shanghai as a member of the Mithibhoos Co. of the Fire Brigade, and of the German Eight.

A coolie was convicted, at the Magistracy this morning, of bathing in the water of the Shaukiwan Reservoir. The defendant, it was stated, had all his clothes off and was enjoying a dip in the reservoir, when he was discovered by a coolie employed by the Water Department. Mr. F. A. Hazeland imposed a fine of \$25, with the alternative of six weeks' gaol.

It is understood (says the N.C.D. News) that the delay in giving out the news of the Battle of Tsushima, which was severely advertised on by Reuters' agent at Tokio at the time, was due to the Japanese Government's caution. Admiral Togo's success was so overwhelming as the news of it came to the Japanese Government, that the latter were afraid to give it out until they received full confirmation, and this was the sole cause of the delay.

The Manila Cablenews has what purports to be a cablegram stating that the Czar announces that he will grant a legislative assembly as prayed for by the Zemstvos. It is hard to believe anything that emanates from Russia, and less that comes from Manila.

LOCAL AND COAST NEWS.

Sale of the "Humber."
The "Humber" is to be sold to-morrow. To-morrow launches will convey intending purchasers from Blake Pier at 2 p.m., 2.30 p.m. and 2.45 p.m.

Snakes!
Pedestrians, who have a love for clambering amongst the vegetation on the Peak, should be careful where they tread. Several snakes have been seen there lately, and we learn that one of the sisters attached to the Victoria Hospital, Barker Road, was bitten by one the other day.

Property Sale.
At Messrs. Hughes and Hough's auction rooms this afternoon, under instructions from Messrs. Johnson Stokes and Master, Inland Lot No. 609 B, was disposed of at auction. This lot is situated at Donham Road and contains a building known as 'Greenmount.' It is held on a lease of 99 years at an annual Crown rental of \$70.40. Mr. J. R. Michael was the purchaser at \$17,600.

Charge of Manslaughter.
In connection with the collision (reported yesterday) between the Cosmopolitan Dock Launch 'No. 5' and the 'Kam Sang' the masters of both launches have been charged with manslaughter, owing to the death of an old Chinese woman who was thrown overboard from the former launch. The case came before Mr. F. A. Hazeland, at the Magistracy this morning, and was remanded until Saturday. The defendants were granted bail in the sum of \$1,000 each.

YOU would like it at first because of the pleasant taste; afterwards, because of the good it would do you. That's Stearns' Wine of Cod Liver Oil.

A young man who was about to be married was very nervous, and, while asking for information as to how he must act, put the question: 'Is it customary to kiss the bride?'

Chamberlain's Colic, Cholera and Diarrhoea Remedy.
This remedy is everywhere acknowledged to be the most successful medicine in use for Bowel Complaints. It always cures, and cures quickly. It can be depended upon even in the most severe and dangerous cases. Cures griping, all kinds of diarrhoea, and at the same time unusual looseness of the bowels should be taken. Sold by All Dealers; WATKINS & Co., Ltd., General Agents.

Stearns' Headache Cure.
Can be obtained from all dispensaries (quickly by post). Gives instant relief. Avoid imitations. Keep the Genuine handy.

No Competition.
THE uniform success of Chamberlain's Colic, Cholera and Diarrhoea Remedy in the relief and cure of bowel complaints both in children and adults has brought it into almost universal use, so that it is practically without a rival, and as everyone who has used it knows, is without an equal. Sold by All Dealers; WATKINS & Co., Ltd., General Agents.

BY TELEGRAPH.

CHINA MAIL'S EXCLUSIVE SERVICE.
[SUPPLIED BY REUTERS' VIA DOMINEX.]
[Received on June 12, at 5.40 p.m.]

PEACE PROSPECTS.

FRANCE SUPPORTS AMERICA.
Urges Russia to Accept Proposals.

LONDON, June 12.
It is known that, from the commencement of the peace proposals, France has supported President Roosevelt's efforts. She also brought powerful influence to bear on her ally to accept the propositions made.

[REUTERS' SERVICE.]
Proposals Accepted.
LONDON, June 11.
Both belligerents have accepted President Roosevelt's proposals. Plenipotentiaries will probably meet in Washington; Baron Rosen will represent Russia.

It is understood that the next step will be the arrangement of an armistice. The Bourses in St. Petersburg and Tokio are most active.

A CORRECTION.

In yesterday's telegram No. 3330, delete the words 'it now transpires,' and for the 6th August read 8th June.

[CHINA MAIL'S EXCLUSIVE SERVICE.]
[SUPPLIED BY REUTERS' VIA DOMINEX.]
[Received on June 12, at 5.46 p.m.]

INTERNAL RUSSIA.

ST. PETERSBURG MUNICIPALITY.
Supports Zemstvos.

LONDON, June 12, 1.53 p.m.
The St. Petersburg municipality has notified its adherence to the resolution of the Zemstvos, in connection with the address to the Czar.

A number of delegates have been appointed to accompany the deputation to the Czar.

THE EXTRADITION CASE.

To be Argued Before the Full Court.
The case in which Mr. N. Ferrers (instructed by Mr. Otto Kong Sing) sought the release of Wong Ka Cheung from custody was resumed in the Original Jurisdiction of the Supreme Court to-day, before His Lordship, the Chief Justice, Mr. F. T. Pigott, The Attorney General (Sir Henry Berkeley) and Mr. H. E. Pollock, K.C.

(Instructed by Mr. F. A. Donner, of Messrs. Dennys and Bowley, sought the extradition of the prisoner.)

The grounds upon which Mr. Ferrers argued that the prisoner was entitled to be discharged from custody were that Wong Ka Cheung had not been shown to be a subject of China under Article 21, of the 'Tientsin Treaty and section 2 of the Chinese Extradition Ordinance. Also that his surrender was required with a view to punish him for an offence which was not an extradition crime, and that no engagement had been given by the Chinese government that he should not until he had had an opportunity of returning to H.M.'s dominions be detained or tried in China for other offences committed before his surrender. He also urged the prisoner's discharge on the ground that proof of guilt was required by the treaty, and that the prima facie evidence was not sufficient to justify the magistrate in committing the man for trial even if the offence had been committed within his jurisdiction.

His Lordship said the grounds were of considerable importance, but though it could not be said that the liberty of a subject was involved, yet it did involve the liberty of a person temporarily under the protection of the Crown. After pointing out the difference in the extradition laws as applied to China and England, His Lordship held that on the evidence of witnesses and the documents relating to the case, the magistrate was justified in describing the prisoner as a subject of China. With regard to the second point, His Lordship had grave doubts and thought it advisable to have the point argued at greater length, before himself and the Full Court. He also directed that the prisoner's proof of guilt be again argued.

Mr. Ferrers made an application for bail. He pointed out that the Court had power to direct prisoner to be released. He also quoted authority to show that the Chinese Government allowed certain privileges to criminals upon their confessing their guilt and making reparation. The prisoner was being debarred from participating in these advantages while in goal, but were he released on bail he could endeavour to negotiate. Mr. Ferrers did not admit that his client was guilty of the crime he was charged with, but contended that he should be permitted to communicate with the Chinese authorities.

The Attorney General referred to the application as one without precedent, and certainly unique. Mr. Ferrers based his application on the grounds that the prisoner, who was 'innocent,' wanted to make reparation and make a clean breast of the crime he was charged with. If the bail were granted the prisoner's friends would soon obtain the necessary amount and the last would then be seen of the prisoner. His Lordship declined to grant the application.

Stearns' Headache Cure.
Can be obtained from all dispensaries (quickly by post). Gives instant relief. Avoid imitations. Keep the Genuine handy.

No Competition.
THE uniform success of Chamberlain's Colic, Cholera and Diarrhoea Remedy in the relief and cure of bowel complaints both in children and adults has brought it into almost universal use, so that it is practically without a rival, and as everyone who has used it knows, is without an equal. Sold by All Dealers; WATKINS & Co., Ltd., General Agents.

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Can be obtained from all dispensaries (quickly by post). Gives instant relief. Avoid imitations. Keep the Genuine handy.

No Competition.
THE uniform success of Chamberlain's Colic, Cholera and Diarrhoea Remedy in the relief and cure of bowel complaints both in children and adults has brought it into almost universal use, so that it is practically without a rival, and as everyone who has used it knows, is without an equal. Sold by All Dealers; WATKINS & Co., Ltd., General Agents.

THE BATTLE OF TSUSHIMA.

JAPANESE WATCHING.
The captain of the Norwegian steamer "Albatross" from Saigon with rice, (original port Cardiff) reports that on the 8th instant he sighted a Japanese torpedo-boat destroyer steaming S. S. West, in latitude 16 North, longitude 110.60 east.

More Japanese War Ships.
Captain R. Forsyth, of the steamer "Boechey," from Moji off June 6th, reports having been spoken by a Japanese man-of-war on June 7th, at 8 a.m., off Goto Island. She asked the steamer's name, whence from, and her port of destination. Three days later, at about the same hour eight more men-of-war were passed steering to the north east. They were at the time about 25 miles off Turnabout Island. The "Boechey" carries a cargo of coal, and throughout the greater part of the voyage experienced heavy fog and a good deal of rain.

[N.C. DAILY NEWS SERVICE.]
The Naval Prisoners in Japan.
Tokio, June 8.
The Japanese prisoners now include 254 officers, among whom are two admirals, twelve captains, and twenty-two commanders.

Stolidity in the Russian Press.
Tokio, June 8.
The *Novoye Vremya* declares that unless the Japanese occupy Kronstadt and St. Petersburg, Russia cannot be said to be defeated, but she will still be able to maintain her status as a Great Power.

The *Viedomosti* says that peace is not dreamed of as yet, and urges that a state of siege be proclaimed throughout the whole of Russia, that war taxes be imposed, and that the disturbances be suppressed by the establishment of military government.

The Captured Men and Ships.
Tokio, June 7.
The latest returns shows that the Japanese have taken 6,142 prisoners, including 137 who are to be released, and three dead, besides 69 chaplains and doctors who have already been released.

The "Orcl" has been renamed the "Twan," the "Nichol I" the "Li," the "Apraxine" the "Okinochima," and the "Seniavin" the "Mistima."

Breaking the News in Russia.
London, May 31.—An important council is now being held at Tsarskoe Selo. It is stated that the council has decided to make known the result of the naval engagement in the Sea of Japan. With a view to quieting public feeling it has been announced that the Zemstvos will be assembled. All the European papers advise Russia to sue for peace. A Russian officer of high standing who has been interviewed by the St. Petersburg correspondent of *The Times*, says the Czar still advocates a continuance of the war. The general feeling in St. Petersburg is pessimistic. Some Russian papers insist that peace should be immediately sued for. —Osaka Jiji.

American Comments of the Victory.
The following telegram has been received by the Tokio Foreign Department:—
The *Washington Times* of May 29 says:—Russia has been defeated. In other words, barbarism and superstition have been overcome by civilization. A stumbling stone to the progress of human liberty has been removed. Napoleon Bonaparte foretold that a decisive war would take place between the Slav and the Anglo-Saxon in the twentieth century. We do not know whether or not that prophecy will be literally realized, but it can safely be said that the struggle he anticipated has commenced in a disguised form. Japan is a legitimate heir of Anglo-Saxon ideas, and is labouring for their development. It is because the world dislikes the present form of the Russian Government and the latter's ideals that it is pleased to hear of Russian defeat. Now peace is inevitable, and we believe that it is close at hand. In the meantime, while deeply sympathizing with the families of the warriors of both belligerents who have been killed, we welcome the results of the battles on both land and sea. The world detests the war which has caused such terrible loss of life, but it attributes it to the war-party in Russia and not to that nation as a whole. In conclusion, it may be said that David has met Goliath, and that, as was expected, the former has defeated the latter.

Russian Attacks Repulsed.
Tokio, June 7.
The following account of the situation has been officially published:—
The Japanese have repulsed the fifth attack on Machiatou, three miles north of Weyuen, and expelled the Russians from Shohetsu, ten miles east of Changou, and occupied the station there and the neighbouring heights.

A part of the Russian cavalry have been driven northward near Chichense, eight miles west of Machiatou, and Machiatou itself, and both points are now occupied by the Japanese.

A Russian Band Routed.

Tokyo, June 8.
It is officially reported that the situation on Tuesday was as follows: From 10 to 160 Russians marching towards Shumai, a mile and a quarter east of Yingpashan, were routed towards Nienyung.

One soldier and two horses were captured. Otherwise the position is unchanged.

General Linievitch's New Headquarters.

Tokyo, June 8.
General Linievitch, it is now understood, is staying at Fonghua and occasionally inspecting his advanced lines to the southward.

Proposed Japanese Volunteer Fleet.

According to the Japan Chronicle it is stated that the useful services rendered by the "Shimano-maru," "Sado-maru," "Tama-maru," and other armed cruisers in the recent battle have fully established the value of a Volunteer Fleet, and, taking advantage of a favourable opportunity, the promoters of the proposed Volunteer Fleet have addressed circulars to the Governors of prefectures asking them to make another effort to expedite subscriptions to the Fleet Fund.

Japanese War Fund.

The Japanese Government has decided to call a special session of the Diet for a further vote for war purposes. It is stated that the authorities anticipate a great shortage this year in the War Fund in consequence of the increased expenditure at the front necessitated by the extension of the fighting area and the construction of military railways. It is expected that the sum required to make good the extra expenditure will be Yen 200,000,000, and the Diet, it is understood, will be asked to vote that amount. The Japan Chronicle says the date of convocation is not yet fixed.

Causes of the Russian Defeat.

There is naturally a good deal of speculation as to the cause that led to the defeat of Admiral Rozhdestvensky. One Tokyo opinion is that the Russian Admiral concluded the main force of the Japanese fleet was in the Formosa Channel, either from erroneous intelligence received or from his own judgment. The fact that the Admiral was accompanied by unarmed transports, and advanced straight through the Tsushima Straits not in battle formation, supports the view that he was totally deceived in the location of the enemy. Up to the very moment of the opening of the fighting on the morning of the 27th, the Russian squadron was steaming in double line, with the "Koran," "Sibir," and other transports, as if making an ordinary voyage. The Russians were unable to form in line of battle until the fighting between the main forces had commenced. Admiral Rozhdestvensky was also taken off his guard by the tactics of the Japanese. Only small squadrons appeared east of Takeshiki at first, and on the morning of the 27th the sea was covered with mist, so that the Russian commander was probably reassured as to the success of his plan in boldly attempting the passage of the Korea Straits. He seems to have been entirely off guard until the main force of the Japanese came out of the mist near Okoshima, showing at once the blunder that had been made. The weather also greatly assisted the Japanese fleet. The wind, after the fog lifted, was against the Russians all the time, high waves dashing on to the port side of the Russian ships, which made it very difficult for them to aim accurately, while on the starboard of the Japanese ships the sea was comparatively quiet, giving ample opportunity for effective fire. The Russians, says one Tokyo opinion, are known to be indifferent gunners, and their fire was not to be specially feared. In the recent battle they fired continuously without intermission until the morning of the 28th, when their ammunition became almost exhausted, but failed to do much damage. In fact, the surrender of Admiral Nebogatoff may be attributed to his lack of ammunition. The effect of the Russian fire was very small in comparison with the great amount of ammunition expended. Only a few Japanese vessels of the smaller type were damaged, while the losses in men did not exceed 800. Very few of the destroyers and torpedo-boats, which fought very near to the Russians, were struck. The Russian defeat, therefore, can be ascribed in part to the fact that they wasted their ammunition.

On the other side, it is pointed out, the range of the Japanese ships was so accurate that the Commander-in-Chief and other commanders were quite satisfied with the gunnery, and the principle that a battleship cannot be sunk by gun-fire seems to have been exploded by the recent battle. Some of the Russian battleships were sunk by the heavy guns, and not only by the torpedo. Most of the weaker vessels, whose armour was not very thick, were also sunk by gun-fire. Torpedo attacks, however, were very effective, and while the operations of destroyers and torpedo-boats were much interfered with

on the 27th up to sunset, on account of the high seas, by night the seas calmed down, and they rendered brilliant service. Admiral Togo and the officers generally are said to attribute their victory in the present battle to the accidental shortcomings of the Russians before-mentioned, and they are, therefore, in no way unduly elated with their success. Naval officers believe it to be a great mistake to expect that such a success could be obtained at any time and in all circumstances. — Japan Chronicle.

Russian Cruisers At Manila.

The American government told the Admiral of the Russian cruisers now here that he must leave by noon on June 8 or stay in Manila harbor until the war with Japan was over.

The Admiral informed the Czar of this ultimatum. The Czar sent Admiral Enquist the following cablegram:

Remain in Manila at disposition of American government. Effect repairs as much as possible.

The Admiral replied by cable: Have communicated your message to the American authorities.

Which means that Manila is to entertain the "Aurora," "Oleg," and "Zemichug" indefinitely. When peace is declared the ships can return to Russia or go wherever is agreed on by the terms between Japan and Russia.

Until the war is ended America is responsible for the retention of the ships and their crews here. The United States Asiatic fleet will guard the ships. They will not be compelled to dismantle, as such precautions are unnecessary here where a superior fleet is watching the foreign vessels. At Shanghai the "Askold," of the Russian navy, was dismantled because the Chinese could not guarantee the vessel's staying in Shanghai. Udo Sam, however, can make this guarantee.

The ships will now be repaired and put in as good condition as possible. The merchants of Manila welcome the Russian ships with open arms. They are selling them everything they want, and the Russians are liberal in their orders and their payments. The cruisers have plenty of money aboard, as is the custom of vessels making such a cruise, as did the Baltic fleet, in war time.

There was intense interest yesterday when the time approached for the cruisers to leave or to be formally interned. The battleship "Oleg," the flagship of Admiral Togo, had full steam up and was ready to escort the cruisers out if they wished to go. But noon came and found them peacefully anchored inside the breakwater, and many of their officers ashore buying necessities and luxuries.

The officers of the cruisers feel very much hurt over the report which appeared in some of the Manila papers that those on board were duty.

The officers say in defence of their clothes that they sent them ashore at every possible opportunity to have them washed, and that in the majority of cases they were obliged to sail away and leave them behind. By the time they reached Kauran Bay they had parted with most of their clothes in this way, and there to make matters worse, their staterooms were piled full of coal. From that time on it was impossible to keep clean, especially with the vigilance required of them after the fight.

Fifteen more wounded sailors of the "Oleg" were transferred to the naval hospital at Canacao on June 8.

The sailors of the Czar's navy now under treatment at that hospital are reported to be doing well. They are receiving the best of medical attendance and care and no deaths have occurred, so far.

An Episode in Connection with the Czar.

Here is an account, as told by the Kansas City Star, of a little incident that occurred in Russia a few years ago in the course of a struggle between Witte and Plevhe for supremacy.

An American traction owner, visiting St. Petersburg, was impressed with the inadequacy of the horse-car service and employed engineers to work out a modern system. Failing to make an impression on the local officials he had abandoned the plan when he fell in with a clever Russian who assured him that his ignorance of the country was responsible for the failure, and offered to engineer the deal for a part interest in the company.

The first step was to purchase, for several thousand roubles, the sympathy and support of a certain *dandace* of the capital. Everything went smoothly and Witte finally wrote a report recommending the scheme and the Czar inquired on the document. "I approve this in every particular," he wrote. "I approve this in every particular."

Thereupon an American rival attempted to blackmail the successful franchise holder. When the man refused to hold up the rival set various influences at work. A few days later Plevhe handed the Emperor a report condemning the traction scheme and favoring its annulment, across which Nicholas wrote: "I approve this report in every particular." Horse-cars still operate in St. Petersburg.

This episode illuminates one phase of the Czar's character. It also, perhaps, helps explain why Russia is fighting on such unequal terms with the business-like armies of Japan.

WEATHER REPORT.

The following notice is issued by Mr. Figg of the Hongkong Observatory:—

On the 13th at 12.5 p.m. the barometer has risen slightly over S. China and Luzon, and fallen in the neighbourhood of the Loochees.

Pressure remains low over the Gulf of Pechili, and there are indications of the existence of a low pressure area to the E. of the Loochees.

Pressure is highest to the E. of Japan. Gradients continue slight over S. China, and light variable winds may be expected in the Formosa Channel, and moderate S. winds over the N. part of the China Sea.

Forecast:—light SE. or variable winds; fair.

GOSSIP FROM SHANGHAI.**By the Nonentity.**

The first Meet of the Automobile Club of China hardly attracted the interest anticipated, and only ten cars competed; a small number to ensure an effective display. Perhaps the terror which motorists are striking in the breasts of peaceful residents is responsible to some extent for the aloof attitude of many of us. I do not wish to imply that there is any carelessness on the part of owners or that they proceed at breakneck speed, because it is not so, but, at present, rickshaws, coolies and China ponies regard the strange vehicle with disfavour, and the coolie, with a natural love of hairbreadth escapes and total disregard of the safety of his fare, thinks it his bounden duty to dash across the path of the terrifying juggernaut. It makes rickshaws riding a positive terror and already has considerably added to the list of runaway horses. But to the Meet itself. The cars assembled on the Race Course, and I must say they were most effectively decorated. First prize was given to Mr. Craig, whose car represented a beautiful white swan, carried out in white flowers, arum lilies predominating. Quite a different idea was given by Mr. Jaquet, who put up the hood of his car, and with the help of green leaves and red roses transformed the whole into the fragrant charm of a garden bower. Mr. Tucker was even more ambitious, and his motorcade gained third prize. Beholders were startled with a brightly shining yellow dragon composed of straw and marigolds which sparkled in the sun's rays.

The Regatta of the Rowing Club was favoured with very fine weather and altogether may be said to have achieved success. The great fault was the long intervals between each race which rendered proceedings very tedious. I cannot see why the plan adopted at home should not be followed and the second race start ten or fifteen minutes after the first and so on. The course is so long, often a mile and a half, that spectators naturally lose interest, and then stupidly enough in many instances the same men competed in following races, which necessitated an even longer wait while they were taken in a launch back to the starting point. Naturally, the greatest excitement was aroused in the International Eight. Only Scotch, English and German crews competed. The Germans were prime favourites with some, the Scotch with others, but the latter made the fatal mistake of over-training and proved their fault from start to finish of the race. In their eagerness to get away, the Germans splashed a good deal, and enabled the English to get the inside with the advantage of slack water. The excitement in the Gardens was intense. The Germans slowly crept up to the English, until only half a length separated them from the victors, and not a sound was heard until a wild and hoarse hurrah from a Thames boatman heralded a furious outburst of applause. All the same, for style and finish and catch, the Germans were superior, and another few yards would have put the laurels into their hands, a member of the English crew afterwards telling me they could have hardly managed another stroke. The Man-of-War's Race was stupor in the extreme, as only two boats from the "Astrae" competed. The following day the International Fours, with English, Scotch, German and Danish crews also received the lion's share of attention. This time the Scotch did get home, followed by the Germans, and if only the Danes could have kept going a little longer they would have come home first. The motorboats stirred very little interest, and if truth be told, neither did the performance of the boats of the Swallow class, although they looked very fine skimming lightly through the water and taking every advantage of the wind offered.

Apart from the racing, spectators in the Gardens saw coming along, slowly towed by a launch, the unfortunate "Bodri," the Russian torpedo boat destroyer. Pitifully by shells, she was covered with seaweed and dirt and presented a very forlorn appearance. This was the boat which rescued the wounded crew from a sinking Russian ship at the conclusion of the great battle, got safely away, but she was only able to carry 120 tons of coal and her stores exhausted, tossed about until relief came when she was taken down to Woosung. Water also was short and food scarce and the injured with their undressed wounds suffered untold misery until conveyed to the Shanghai Hospital. On the second day, in startling contrast, there suddenly appeared a torpedo boat destroyer. What her mission was has not yet been discovered. She simply anchored for a short while and then, as mysteriously disappeared but not before we had time to admire the spick and span appearance of her sides and decks and the ease with which she moved round about. Had she come to make pertinent enquiries about the Russian vessels interned here?

As last the spathy of the ratepayer has been thrown aside and in his strength he attended the special meeting of ratepayers convened to discuss the advisability of selling the electrical department of the Municipal Council to a private company.

When the price offered (\$1,250,000) which had been offered for the Department was announced, excuses were found that the suggestion had ever been seriously thought over, because it has been proved that it is only worth \$100,000. This, however, was the only side of the question, and it was felt that Messrs Bruce, Peebles & Co., whose tender was verbally accepted in the first instance had been rather unfairly treated. After this had been arranged one of the unsuccessful tenderers stepped in with the proposal to buy the Electricity Department. If the two things had been kept separate, the trouble might not have arisen, but it favoured very much of unfairness. However, only five hands out of the 300 voters present (judicially upheld the proposal), so no huge private company is to tell us just how much electricity we may use and just how much we shall have to pay for it, which certainly would have given them absurd powers, and Messrs Bruce, Peebles & Co. will not be able to hold up Shanghai as a buster of promises.

At last a slight stopper is to be put on the iniquities practised at the Mixed Court. As I mentioned in one of my previous letters, should a prisoner be possessed of the necessary dollar with which to bribe the runners, who in their turn are squeezed by the native Magistrate, he need never fear that the punishment ordained will be fully carried out, and in some instances he has escaped altogether. It has turned justice into a farce, and at last the Municipal Council have taken steps to rectify the evil. In future prisoners after sentence has been pronounced will be under the surveillance of foreign police whose particular duty it will be to see that the punishment meted out is received and received by the proper recipient. If it is the Court of some of the loathsome, depraved wretches who make such a good thing of the job of runner, a very good thing will be achieved, and the foreign administration will regain its rapid disappearing name for justice. It is quite wrong that native methods should rule within the jurisdiction of the Settlements.

BY WHARF AND WAVE.
The C.S. str., "Ichang" from Hongkong reported that on the 4th June, she was detained for 6 minutes by a Russian cruiser in Lat. 2°32' N. North, Long. 116°34' East.

As the Norwegian steamer "Ella," consigned to the Mitsui Bussan Kaisha, was passing outside the Saddle on Monday evening, she saw large quantities of cotton floating about. She picked up one bale, which by the Chinese marking on it showed that it had come from Shanghai. The probability is that some ship laden with cotton has been destroyed by the Russians, by whom cotton, as we know, is looked upon as contraband.

The "Travancore" has been taken into the No. 2 dock at Kowloon and the work of removing her damaged plates is considerably advanced. Her condition indicates that she must have bumped heavily while stranded, two rows of plates being buckled nearly the entire length of the ship. The starboard quarter suffered most, but the damage on the port side is not nearly so great. At present it is considered that about 80 plates will have to be removed.

Lanuch Masters Fined.
Captain Muncey and Captain Davis, masters of the Chinese passenger launches "Hoi Ming" and "Sa E Cheung" respectively, were summoned, at the Magistrate's office this morning, for using their steam whistles for purposes other than those of navigation, in Hongkong bay at 4 o'clock in the morning. The proceeding constable said that the defendants were blowing their whistles to attract the attention of passengers from the shore and not at all for the purposes of navigation. Captain Davis complained that if he did not blow his whistle he would get into trouble and when he did blow it he was summoned. He was about to move and there were other craft in the way to which he had to give warning. He was not talking for passengers as suggested by the constable. Mr. G. N. Orme imposed a fine of \$10 and the defendant left the Court remarking: "Well I'm blessed! Oh, right ho, let her go."

Captain Muncey had much the same complaint to make. He was altering his course and had to give warning to some junk and sampans that were a little in front of him. If he did not give the signal it would have been a breach of the harbour regulations. He had been the master of a ship for 27 years, and if he did not know the rules of the road it was time that he did. He was ordered to pay a fine of \$10.

I QUIT COUGHING.—Shortly after I commenced taking Stearns' Wine, that delicious preparation of cod liver oil, it stopped the cough, and is building up my health.

Miss Kate (in stationary store).—What kind of car do you think the best for calling? The New Clerks (absently).—I prefer four axes.

Bowel Complaint in Children.
DURING the summer months children are subject to disorders of the bowels, and should receive the most careful attention. As soon as any unnatural looseness of the bowels is noticed, Chamberlain's Colic, Cholera and Diarrhoea Remedy should be given. For sale by All Dealers; Watkins & Co., Ltd., General Agents.

SUPREME COURT.
IN ORIGINAL JURISDICTION.
(Before His Lordship, Mr. F. T. Piggott, Chief Justice.)
Tuesday, June 13.
A CLAIM FOR \$27,000.
The Hip On Insurance Exchange, and Loan Company, Limited, sued Tang Keng for \$27,493.50, amount due on two promissory notes.
Mr. H. E. Pollock, K. C. (instructed by Mr. E. A. Bonner, of Messrs Denny and Bowley) represented the plaintiffs, while Mr. F. B. Deacon (of Messrs Deacon, Looker and Deacon) appeared for the defendant.
Mr. Pollock pointed out that the defendant was not in Court, and that they were entitled to go on with the case. He stated that the money was lost on September 17, and 19, 1904, and although application for repayment had been made they were unable to get it.
Judgment was delivered for plaintiffs with costs.

To-day's Advertisements
TO LET.
NOS. 4 and 6, OBSERVATORY VILLAS, Kowloon; FIVE ROOMED HOUSE; Tennis Court.
Apply to
ARRATON V. APCAR & CO.,
45, Wyndham Street.
Hongkong, June 13, 1905. 1143

BOARD AND RESIDENCE.
FOR GENTLEMEN with an ENGLISH FAMILY.
Apply
Care of "CHINA MAIL" Office.
Hongkong, June 13, 1905. 1147

DOUGLAS STEAMSHIP COMPANY, LIMITED.
FOR SWATOW, AMOY & FOOSHOW.

THE Company's Steamship
HAITAN,
Captain Roach, will be despatched for the above Ports on FRIDAY, the 10th Inst., at 11 a.m.
For Freight or Passage, apply to
DOUGLAS, LAURIE & Co.,
General Managers.
Hongkong, June 13, 1905. 1146

BRITISH INDIA STEAM NAVIGATION COMPANY, LIMITED.
FOR AMOY, STRAITS AND RANGOON.

THE Company's Steamship
ZALDA,
Captain C. W. W. will be despatched as above on TUESDAY, the 20th June, at Daylight.
For Freight or Passage, apply to
JARDINE, MATHESON & Co.,
Agents.
Hongkong, May 13, 1905. 1142

'BEN' LINE OF STEAMSHIPS.
FOR LONDON AND ANTWERP.

THE Steamship
BENLOMOND,
Captain Henderson, will be despatched as above on or about SATURDAY, the 24th June.
For Freight, apply to
GIBB, LIVINGSTON & CO.,
Agents.
Hongkong, June 13, 1905. 1144

MESSAGERIES MARITIMES
FRENCH MAIL STEAMERS.

STEAM FOR
SAIGON, SINGAPORE, BATAVIA, COLOMBO, INDIA, ADEN, EGYPT, MARSEILLES, LONDON, HAVRE, BORDEAUX, MEDITERRANEAN, AND BLACK SEA PORTS.

THE Steamship
CALEDONIAN,
Captain Grayson, will be despatched for HARBORLAND on TUESDAY, the 27th June, 1905, at 1 p.m.
Passage Tickets and through Bills of Lading issued for above ports.
Cargo also booked for principal places in Europe.
Next Sailings will be as follows:—
S.S. OCEANIC July 11, 1905.
S.S. TONKIN July 25, 1905.
S.S. TONKIN August 8, 1905.
G. DE CHAMPEAUX,
Agent.
Hongkong, June 13, 1905. 1148

NOTICE TO CONSIGNEES.
STEAMER OCEANIC.
COMPAGNIE DES MESSAGERIES MARITIMES.

CONSIGNEES of Cargo from LONDON or S.S. Danube and Dordogne; from HAVRE or S.S. Dordogne; from BORDEAUX or S.S. Ville de Valenciennes, in connection with above steamer, are hereby informed that their Goods, with the exception of Opium, Treasure and Valuables, are being landed and stored at their risks into the Godowns of the HONGKONG & KOWLOON WHARF AND GODOWN COMPANY, LTD., at Kowloon, whence delivery may be obtained immediately after landing.

Optional Cargo will be forwarded on unless intimation is received from the Consignees before Noon, To-day, requesting it to be landed here.
Bills of Lading will be countersigned by the Undersigned. Goods remaining unclaimed after TUESDAY, the 20th Inst., at Noon, will be subject to rent and landing charges.
All claims must be sent in to me on or before the 20th Inst., or they will not be recognized.
All damaged packages will be examined on TUESDAY, the 20th June, at 3 p.m. No Fire Insurance has been effected.
G. DE CHAMPEAUX,
Agent.
Hongkong, June 13, 1905. 1141

To-day's Advertisements
THERE IS BUT ONE
SPEEDICUT
High Speed Tool Steel, and that is
FIRTH'S SPEEDICUT
SOLE MAKERS,
Thos. Firth & Sons, LIMITED,
Norfolk Works, Sheffield.
Hongkong, January 5, 1904. 20-2

NOTICE.
LANE, CRAWFORD & CO. beg to inform the Public of Hongkong that they are the SOLE AGENTS in Hongkong of the following PIANO MANUFACTURERS: BRIMSHEAD, COLLARD & COLLARD, BRADWOOD, ALLISON, CHALLIN and DORNER.
And that GUARANTEED NEW INSTRUMENTS of any of the above makes CAN BE HAD FROM THEM ONLY.
LANE, CRAWFORD & CO.
Hongkong, May 13, 1905. 938

PUBLIC AUCTION.
THE Undersigned have received instructions to Sell by Public Auction, **TO-MORROW, (WEDNESDAY), the 14th June, 1905, at 3 p.m., on Board, H.M. Store-Ship "HUMBER,"**
Extreme length ... 245' 6"
Extreme breadth ... 27' 6"
Displacement ... 1,640 tons
Horse Power ... 800.
Engines—Elliott's compound—Surface Condensing.
Boilers—Two double ended cylindrical return tubular; load on safety valves 70 lbs.
Condensers—1 Kirkcaldy and 1 Normandy single, discharging 1,800 and 2,400 galls. of water per 24 hours respectively.
To be sold as she now lies in Hongkong Harbour, with all fittings, stores, &c., on board, including about 110 tons of Coal, Anchors and Cable.
A list of fittings to be sold with the ship may be seen at the Office of the Naval Store Officer, H.M. Naval Yard, and of the Auctioneers, also on board.
The Admiralty will not be responsible for any errors in description of ship, fittings, stores, &c.
Inspection orders can be obtained from the Auctioneers.
Terms:—Cash before delivery, 25 per cent. of the purchase money to be paid on the fall of the hammer, balance and the clearance to be effected within SEVEN DAYS after the date of sale.
Further special conditions may be obtained on application to the Auctioneers.
A Steam Launch to convey intending purchasers will leave Black Point for H.M.S. "Humber" at 2 p.m., again at 2.30 p.m., and again at 2.45 p.m.

HUGHES & HOUGH,
Government Auctioneers.
Hongkong, June 13, 1905. 1008

PUBLIC AUCTION.
THE Undersigned has received instructions to Sell by Public Auction, on **SATURDAY, the 17th June, 1905, at 2.30 p.m., at his SALES ROOMS, DUNDRELL STREET,—**
A QUANTITY OF **VALUABLE HOUSEHOLD FURNITURE** (Full Particulars from Catalogue).
On View from Friday, the 16th June.
Terms:—Cash on delivery.
GEO. P. LAMBERT,
Auctioneer.
Hongkong, June 13, 1905. 1145

THE HONGKONG, CANTON AND MACAO STEAMBOAT COMPANY, LIMITED.
CHEAP EXCURSIONS TO MACAO.

THE Steamship
HONAM,
2583 Tons, Captain H. D. Jones, will make a Special Trip EVERY SUNDAY to Macao and back.
Hour of Departure:—From Hongkong at 9 a.m., arriving at Macao about Noon.
From Macao from 4 p.m. to 7 p.m., to suit date, arriving at Hongkong about 3 hours after departure.
FARES:—1st Class Single \$2 ... Return \$4.
2nd Class Single \$1 ... Return \$2.
Children under 12 Half-price.
Tickets may be obtained at the Office of the Company, 18, Bank Buildings, Queen's Road Central (opposite the Hongkong Hotel) or on Board the Steamer. No Child will be accepted, and Servants' Passages must be paid for.
T. ARNOLD, Secretary.
Hongkong, May 15, 1905. 905

THE WINE GROWERS SUPPLY CO.

DIRECT IMPORTERS OF WINE, BEER AND SPIRITS
from well-known Growers, Brewers and Distillers.
PRICE LIST ON APPLICATION.
PARRETO & CO., Agents,
No. 22 & 24, BANE HILLING, Queen's Road.
1691

ROBINSON PIANO COMPANY, LTD.
THE PUBLIC MAY RELY
IMPLICITLY ON GETTING
FROM US
PIANOS
OF THE
HIGHEST CLASS
EMBODYING THE VERY BEST
MUSICAL AND WEARING
QUALITIES,
AT
MODERATE PRICES.
OUR CLIENTS HAVE THE
ADVANTAGE OF OUR
30 YEARS' EXPERIENCE AS
EXPERTS,
DEVOTED EXCLUSIVELY
TO THE PIANO TRADE,
WE ARE BY FAR THE
LARGEST IMPORTERS
and
MANUFACTURERS
IN CHINA, AND STOCK
THE GREATEST VARIETY
OF MAKES.
WEISMANN, LTD.
TELEPHONE No. 407.

Patrons of CAFE WEISMANN
will please notice that our
REFRESHMENT ROOMS
AT
34, QUEEN'S ROAD CENTRAL
WILL CLOSE EVERY
NIGHT at 8 p.m.
ENTRANCE TO DINING ROOMS
No. 1, WYNDHAM STREET.
OPEN TILL 11 P.M.
H. WEISMANN,
Manager.
Hongkong, May 5, 1905. 1091

The BURLINGTON,
SPECIALTIES:
MILLINERY
AND
DRESSMAKING.
HATS
OF EVERY DESCRIPTION AT
LONDON RETAIL PRICES.
MUSLINS:—EMBROIDERED and BROCADE
STRIPES; FLAKED ZEPHYRS; MEXICAN
RUFF; FANCY CHIFFON; and a great
many other varieties.
A Very Large Assortment of
LACES, COMBS, PONGEE SILK and
PERFUMERY.
TELEPHONE No. 530.
Hongkong, June 10, 1905. 555

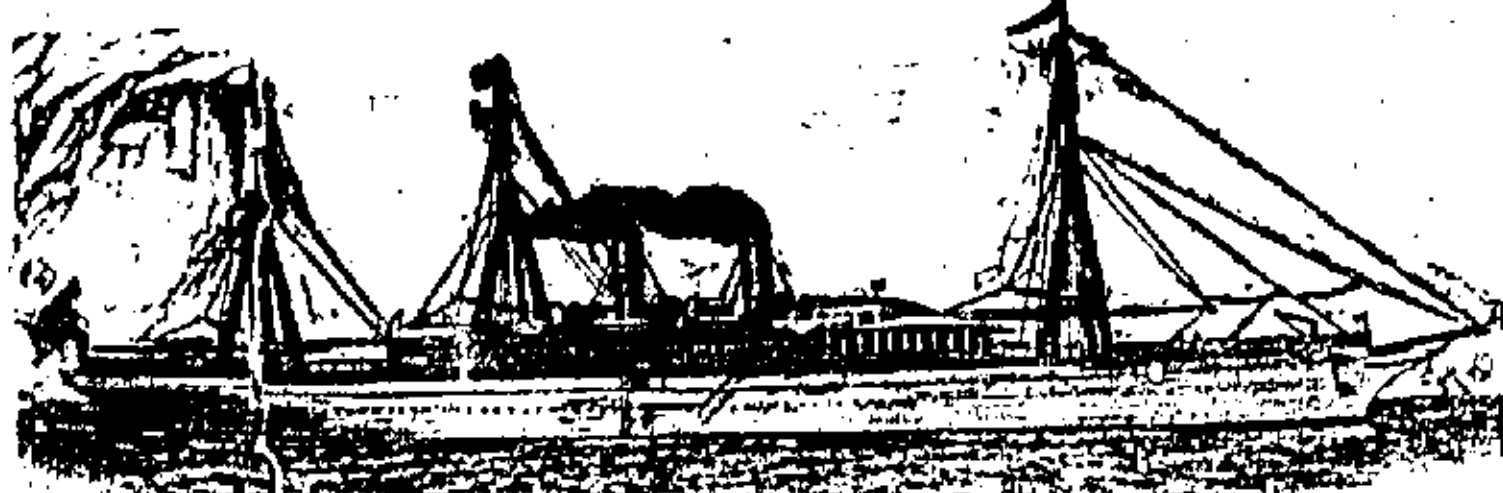
Shipping.

PENINSULAR & ORIENTAL STEAMSHIP
NAVIGATION COMPANY

WILL despatch VESSELS to the Undermentioned PORTS on the DATE

Named for	STEAMERS	TO SAIL ON	REMARKS
SPANGHAI	SIMLA	About 15th June	Freight and Passage.
LONDON, &c.	BENGAL	Noon, 17th June	See Special Advertisement
SINGAPORE, COLOMBO & CALCUTTA	BANGA	About 17th June	Freight only.
LONDON & ANTWERP, Via Suez, Pango, Oude Port, Said and Marseilles.	PALERMO	About 27th June	Freight only.

* Calling at Penang if sufficient inducement offers.
For further Particulars, apply to L. S. LEWIS, Acting Superintendent.
P. & O. S. N. Co.'s Office, Hongkong, June 10, 1905.

CANADIAN PACIFIC RAILWAY COMPANY'S
ROYAL MAIL STEAMSHIP LINE.

THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE, VIA CANADA AND THE UNITED STATES.
Calling at SHANGHAI, NAGASAKI, KOBE, YOKOHAMA AND VICTORIA, B.C.
Saving 3 to 7 Days across the Pacific.
Proposed SAILINGS FROM HONGKONG. (Subject to Alteration.)
R.M.S. EMPRESS OF INDIA 6000 Tons. WEDNESDAY, June 21.
R.M.S. TARTAR 4425 Tons. WEDNESDAY, July 5.
R.M.S. EMPRESS OF JAPAN 6000 Tons. WEDNESDAY, July 12.
R.M.S. EMPRESS OF CHINA 6000 Tons. WEDNESDAY, Aug. 2.
R.M.S. ATHENIAN 3882 Tons. WEDNESDAY, Aug. 9.

Hongkong to London, 1st Class, via St. Lawrence £60, via New York £62.
Intermediate on Steamers, £40. " " £42.
1st Class Rail, " " " " £40.
The magnificent 'EMPRESS' STEAMSHIPS passing through the famous INLAND SEA OF JAPAN, usually make the voyage YOKOHAMA TO VANCOUVER (B.C.), in 12 DAYS, and make connection with the PALATIAL OVERLAND TRAINS FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE.
R.M.S. TARTAR AND ATHENIAN carry INTERMEDIATE Passengers only at intermediate rates, affording superior accommodation for that class. Passengers booked through to all principal points and ROUND THE WORLD. SPECIAL RATES (first class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan Governments.
For further information, Maps, Guides, Books, Rates of Freight and Passage, apply to D. E. BROWN, General Agent, PEDDER STREET, Hongkong, May 31, 1905.

PORTLAND AND ASIATIC
STEAMSHIP COMPANY.

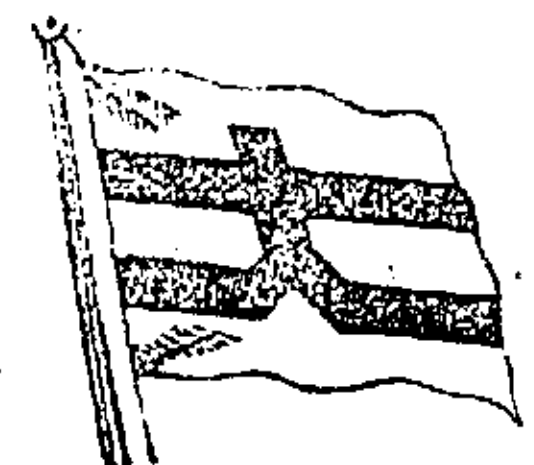
SAILINGS FROM HONGKONG, via INLAND SEA OF JAPAN, PORTLAND, OREGON, MOSCOW, KOREA & YOKOHAMA, FOR

OPERATING IN CONJUNCTION WITH THE OREGON RAILROAD & NAVIGATION CO.

STEAMSHIP	Tons	Captain	To SAIL AT DAYLIGHT ON
NICOMEDIA	4370	WAGNER	June 23, 1905.
NOMANTIA	4370	BREMER	July 16, 1905.
ARABIA	4443	MEYERHOF	Aug. 6, 1905.
ARAGONIA	5198	SCHULTZ	Aug. 26, 1905.

Through Bills of Lading issued to Pacific Coast Points and all Eastern, Canadian and United States Ports. For through rates of Freight and further information, communicate with or apply to

PORTLAND & ASIATIC STEAMSHIP COMPANY.
Hongkong, June 10, 1905.



OSAKA SHOSEN KAISHA.

REGULAR STEAMSHIP SERVICE BETWEEN HONGKONG, SOUTH CHINA COAST PORTS AND FORMOSA.

PROPOSED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

For	STEAMERS	LEAVING
SHANGHAI, Via SWATOW, AMOY AND FOCHOW.	CLARA JENSEN, Capt. BRUNSEN	WEDNESDAY, June 14, 10 a.m.
ANPING, Via SWATOW AND AMOY.	PROMISE, Capt. THORNSSEN	FRIDAY, June 16, 10 a.m.
TAMSUI, Via SWATOW AND AMOY.	FRITHJOF, Capt. H. HARALDSEN	SUNDAY, 18th June, 8 a.m.

ON account of the present state of political affairs, all the Company's New Steamers have been requisitioned for Transport Service, and the above-named chartered Steamers have been secured instead for maintenance of the Company's Coastal Services. As soon as the state of Affairs permit the Company will resume running with its specially designed new Steamers.
* Taking Cargo on through Bills of Lading to all Yangtze & Northern China Ports. For Freight, Passage and further information, apply at the Co.'s local Branch Office, at No. 8, Des Vaux Road Central.
T. ARIMA, Manager.
Hongkong, June 13, 1905.

NORTHERN PACIFIC LINE.

BOSTON STEAMSHIP CO. BOSTON TOWBOAT CO.
CONNECTING AT TACOMA WITH

NORTHERN PACIFIC RAILWAY CO.

Proposed SAILINGS FROM HONGKONG FOR

VICTORIA B.C. AND TACOMA

VIA

MOJI, KOBE AND YOKOHAMA.

Steamers	Tons	Captains	To SAIL
PLEIADES	3763	F. G. Purlington	About June 30.
SEAWAY	9806	E. V. Roberts	About July 12.
TREMONT	9806	T. W. Garlick	About Aug. 8.

* Cargo only.

CHEAP FARES, EXCELLENT ACCOMMODATION, ATTENDANCE AND CUISINE. ELECTRIC LIGHT, DOCTOR AND STEWARDESSES.

The Twin-screw s.s. Shawmut and Tremont are fitted with very superior accommodation for First and Second Class Passengers. The large size of these vessels ensures steadiness at sea. Electric fan in each room. Barber's shop and steam laundry. Cargo carried in cold storage.
PARCEL EXPRESS TO THE UNITED STATES AND CANADA.
For further information, Apply to

Dodwell & Co., Limited,
GENERAL AGENTS.

QUEEN'S BUILDINGS,
Hongkong, May 9, 1905.

Shipping.

OCEAN STEAM SHIP COMPANY, LIMITED,
AND
CHINA MUTUAL STEAM NAVIGATION
COMPANY, LIMITED,
JOINT SERVICES.

FORTNIGHTLY SAILINGS FOR LONDON AND CONTINENT.
MONTHLY SAILINGS FOR LIVERPOOL.

TAKING CARGO ON THROUGH BILLS OF LADING FOR ALL
EUROPEAN, NORTH AND SOUTH AMERICAN, WEST
AUSTRALIAN, JAVA, AND SUMATRA PORTS.

EUROPEAN SERVICE.

FROM	STEAMERS	TO SAIL
GLASGOW AND LIVERPOOL	Foxton Hall	15th June.
GLASGOW AND LIVERPOOL	AXAX	23rd June.
GLASGOW AND LIVERPOOL	Idemencus	30th June.
GLASGOW AND LIVERPOOL	Stentor	7th July.
GLASGOW AND LIVERPOOL	Patroclus	14th July.
GLASGOW AND LIVERPOOL	Keos	18th July.
GLASGOW AND LIVERPOOL	Farina	25th July.
GLASGOW AND LIVERPOOL	Achilles	28th July.

HOMEWARDS.

STEAMERS	TO SAIL
* GENOA, MARSEILLES & LIVERPOOL, DEUCALION	20th June.
AMSTERDAM, LONDON & ANTWERP, CALIAS	26th June.
LONDON, AMSTERDAM & ANTWERP, HIPOLAS	4th July.
LONDON, AMSTERDAM & ANTWERP, GLAUCUS	11th July.
* GENOA, MARSEILLES & LIVERPOOL, TELEMACHUS	20th July.
LONDON, AMSTERDAM & ANTWERP, AJAX	1st August.
LONDON, AMSTERDAM & ANTWERP, IDOMENEUS	15th August.
* GENOA, MARSEILLES & LIVERPOOL, STENTOR	20th August.

* Taking Cargo for Liverpool at London Rates.

TRANS-PACIFIC SERVICE.

OPERATING IN CONJUNCTION WITH
THE NORTHERN PACIFIC RAILWAY CO.
AND TAKING CARGO ON THROUGH BILLS OF LADING TO ALL
OVERLAND COMMON POINTS IN THE UNITED STATES OF
AMERICA AND CANADA.

EASTWARD.

STEAMERS	TO SAIL
VICTORIA, SEATTLE, TACOMA, AND YANGETZ.	14th June.
ALL PACIFIC COAST PORTS, VIA NAGASAKI, KOBE & YOKOHAMA/KLEMON	19th July.

WESTWARD.

STEAMERS	TO SAIL
TACOMA, SEATTLE, VICTORIA AND PACIFIC COAST	20th June.
ALL PACIFIC COAST PORTS, VIA NAGASAKI, KOBE & YOKOHAMA/KLEMON	19th July.

For Freight, apply to BUTTERFIELD & SWIRE, Agents.

Hongkong, June 9, 1905.

CHINA NAVIGATION CO., LD.

FOR	STEAMER	TO SAIL
SHANGHAI	Yochow	14th June.
SWATOW, WEIHAIWEI, CHEFOO AND TIENTSIN	Chibili	20th June.
CEBU & ILOILO	Kaipong	22nd June.

The attention of Passengers is directed to the Superior Accommodation offered by these Steamers, which are fitted throughout with Electric Light, Unrivalled Table. A duly qualified Surgeon is carried.
* Taking Cargo on through Bills of Lading to all Yangtze & Northern China Ports.
* Taking Cargo and Passengers at through rates for all New Zealand and other Australian Ports.
N.B.—REDUCED SALOON FARES, Single and Return, To Manila and Australian Ports.
For Freight or Passage, apply to BUTTERFIELD & SWIRE, AGENTS.
Hongkong, June 10, 1905.

HONGKONG—MANILA.

CHINA AND MANILA
STEAMSHIP COMPANY, LIMITED.

Steamers	Tons	Captains	For	Sailing Dates.
RUBI	2540	A. H. Notley	Manila	June 17, at Noon.
ZAFIRO	2540	R. Rodger	Manila	June 24, at Noon.

For Freight or Passage, apply to Shewan, Tomes & Co., General Managers.
Hongkong, June 12, 1905.

HONGKONG—NEW YORK.

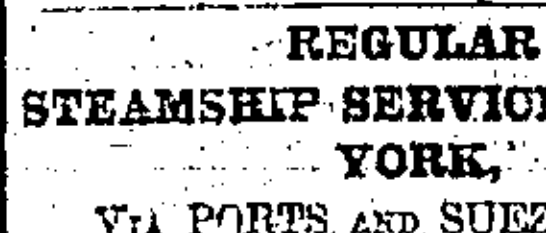
AMERICAN ASIATIC STEAMSHIP COMPANY.



FOR NEW YORK, via PORTS AND SUEZ CANAL.
(With Liberty to Call at the MALABAR COAST).

S.S. NORDPOL About 22nd June.
S.S. INDRAWADI About 26th July.

For Freight and further information, apply to SHEWAN, TOMES & CO., General Agents.
Hongkong, June 12, 1905.



REGULAR STEAMSHIP SERVICE TO NEW YORK, VIA PORTS AND SUEZ CANAL.

With Liberty to Call at MALABAR COAST.
Proposed SAILINGS FROM HONGKONG
STEAMERS TO SAIL 1905.
MONTROSE About June 27.
ST HUGO About July 15.
SHIMOSA To follow.
For Freight and further information, Apply to DODWELL & CO., LTD., Agents.
Hongkong, June 9, 1905.

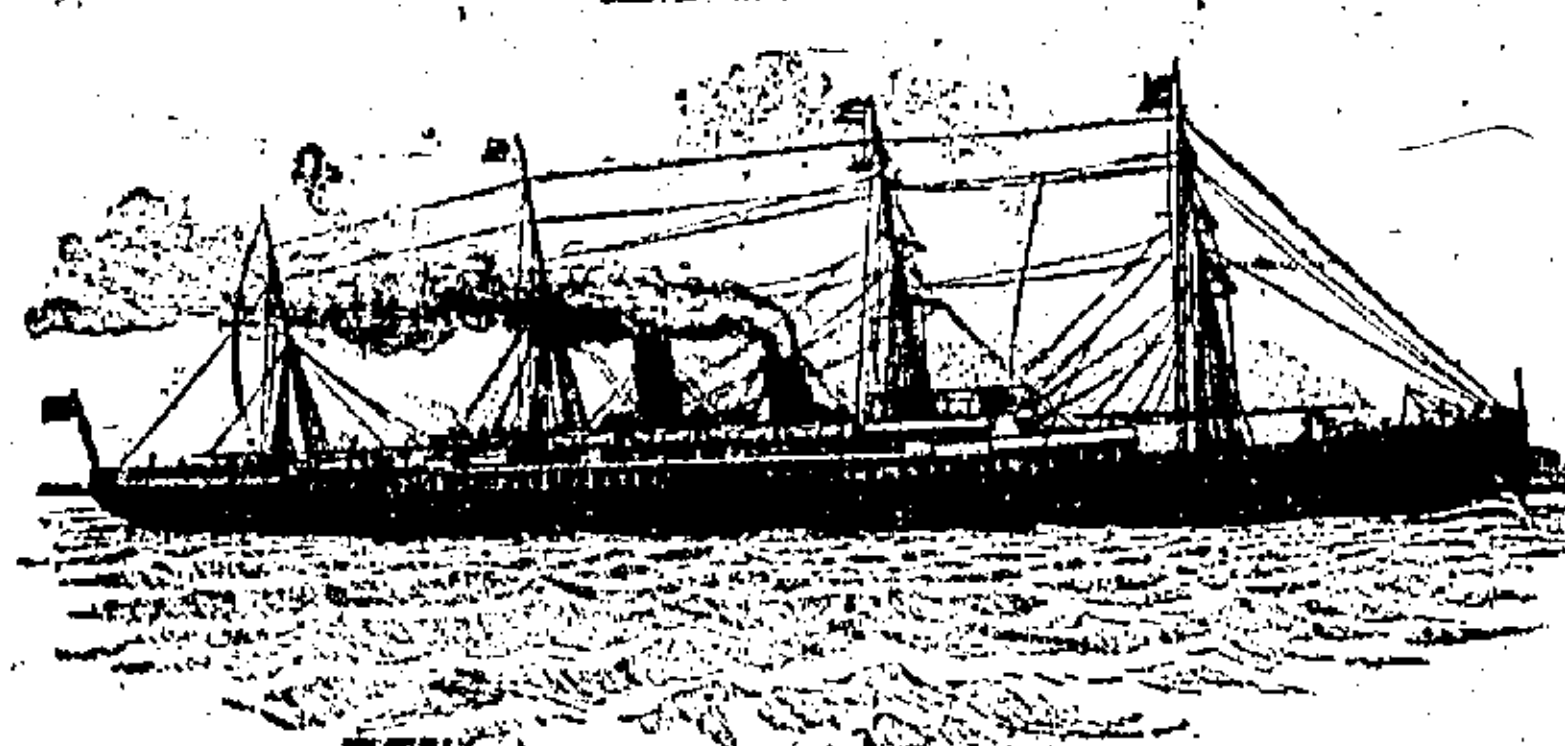
THE Austrian Lloyd's Steam Navigation Co.'s Steamer MARIA VALERIE having met with an accident, her SAILING DATE has been INDEFINITELY POSTPONED.
SANDER, WIELER & Co., Agents, Prince's Building, Hongkong, May 30, 1905.

Shipping.

PACIFIC MAIL S.S. CO. OCCIDENTAL AND
ORIENTAL S.S. CO. TOYO KISEN KAISHA.

U.S. MAIL LINES.

VIA HONOLULU.
TAKING PASSENGERS AND CARGO TO JAPAN, THE UNITED STATES, MEXICO, CENTRAL AND SOUTH AMERICA, AND EUROPE.



Only line taking the warm SOUTHERN ROUTE across the PACIFIC, via HONOLULU, the most fertile and beautiful island of the PACIFIC.

PROPOSED SAILINGS FROM HONGKONG.

STEAMERS	TO SAIL
COPTIC 4,362 Gross Tons.	THURSDAY, 22nd June, at Noon.
SIBERIA 11,234	THURSDAY, 6th July, at Noon.
MONGOLIA 11,234	TUESDAY, 18th July, at Noon.
CHINA 5,000	FRIDAY, 28th July, at Noon.
DORIC 4,784	FRIDAY, 11th August, at Noon.
MANCHURIA 13,639	FRIDAY, 18th Aug., at Noon.
KOREA 11,276	FRIDAY, 1st Sept., at Noon.

Record Trip Yokohama to San Francisco made by s.s. KOREA, 11,276 tons, Oct. 18th-28th, 1902; 10 days, 15 hours.

THE P. M. Steamship COPTIC will be despatched for SAN FRANCISCO, via SHANGHAI, NAGASAKI, KOBE, (INLAND SEA) YOKOHAMA, and HONOLULU on THURSDAY, the 22nd June, at Noon, taking Freight for Japan, the United States, and Europe. Passengers are allowed to break their journey at any point en route.

SPECIAL RATES (first class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan Governments.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railway, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Companies' and connecting Steamers.

For further information as to Passage and Freight, apply to the Agency of the Companies, Queen's Building.

S. SILVERSTONE, Agent.

Hongkong, June 13, 1905.

INDO-CHINA STEAM NAVIGATION CO., LD.

PROJECTED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).

FOR	STEAMERS	TO SAIL
SOURABAYA AND SAMARANG	CHUNSAUNG	WEDNESDAY, June 14, at 3 p.m.
* SINGAPORE, PENANG AND CALCUTTA	NAMSANG	WEDNESDAY, June 14, at Noon.
TIENTSIN	WOSANG	FRIDAY, June 16, at Noon.
+ SHANGHAI	KWONGSANG	FRIDAY, June 16, at 3 p.m.
* MANILA	LOONGSANG	FRIDAY, June 16, at 4 p.m.

* These Steamers have superior Accommodation for First-class Passengers, and are fitted throughout with Electric Light.
* Taking Cargo on Through Bills of Lading to Chefoo, Tientsin, and Yangtze Ports.

For Freight or Passage, apply to JARDINE, MATHESON & CO., General Managers.

756

SOUTH AFRICAN LINE OF
STEAMERS.

HONGKONG DIRECT (or via CHEFOO or CHIN-WAN-TAO) to DUBAN, NATAL.

THE following Chartered Steamers will run at intervals of about 3 Weeks—

S.S.	Captain	Expected on or about	Will leave for	On or about
S.S. SWANLEY	J. P. Dawson	...	...	...
S.S. COURFIELD	J. W. Martin	...	...	...
S.S. ORANLEY	W. E. Steele	...	...	...
S.S. IKAL	M. Robertson	...	...	...
S.S. ASOOT	C. E. Cox	...	...	...
S.S. LOHLAN	J. G. Williamson	...	...	...
S.S. INEUM	E. S. Palmer	...	...	...
S.S. SIEH	J. Rowley	...	...	...
S.S. SOPALA	Get Shepherd	...	...	...
S.S. INDRASHAMA	R. P. Craven	...	...	...
S.S. INDRAYELLI	J. Cunningham	...	...	...
S.S. SEALDA	Geo. Brown	...	...	...
S.S. CATHERINE PARK	Cop.	...	...	...
S.S. INKULA	Dean	...	...	...

For Freight, apply to GIBB, LIVINGSTON & CO., Agents.
Hongkong, February 9, 1905.

20

JAVA-CHINA-JAPAN LIJE

REGULAR FOUR-WEEKLY SERVICE BETWEEN JAVA, CHINA AND JAPAN.

STEAMERS	FROM	EXPECTED ON OR ABOUT	WILL LEAVE FOR	ON OR ABOUT
TJIPANAS	JAPAN	First half July	JAVA PORTS	Second half July
TJILATJAP	JAVA PORTS	First half July	JAPAN, via SHANGHAI	First half July
TJIMAH	JAPAN	Second half June	JAVA PORTS	Second half June

The steamers are all fitted throughout with Electric Light, and have accommodation for a limited number of saloon passengers, and will take cargo to all Ports in Northlands, India on through D.L.
For particulars of Freight and Passage, apply to the HEAD AGENCY,

Java-China-Japan Lijn,
ALEXANDRA BUILDINGS.
TELEPHONE No. 375.
Hongkong, June 8, 1905.

158

FOR NEW YORK, VIA PORTS AND SUEZ CANAL.
(With liberty to call at the Malabar Coast).

THE Steamship KENNEDY will be despatched for the above ports about EARLY JULY, 1905.
For Freight, etc., Apply to

STANDARD OIL COMPANY OF NEW-YORK, Oriental Freight Department, 4 Des Vaux Road Central.
Hongkong, May 18, 1905.

873

FOR CANTON.

THE new and fast Twin-Screw Steamer SAN CHEUNG, 951 Tons, Captain J. McGinty, will leave for Canton at 9 a.m. on SUNDAYS, TUESDAYS and THURSDAYS and return to Hongkong on the following days, leaving Canton at 5 p.m. Excellent accommodation, Electric Light, and perfect cuisine. Wharf at Hongkong near Harbour Office.

First-class Fare, \$3 each way. Second-class, \$1.00 each way. Meals, \$1 each. Cargo Freight very moderate.

CHEUNG ON STEAMBOAT CO., LD., No. 138, Connaught Road Central.
Hongkong, April 1, 1905.

700

Shipping.



STEAM FOR STRAITS, CEYLON, AUSTRALIA, INDIA, ADEEN, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON.
Through Bills of Lading issued for BATAVIA, PERSIAN GULF, CONTINENTAL, AMERICAN AND SOUTH AFRICAN PORTS.

THE Steamship BENGAL, Captain G. P. Smith, carrying His Majesty's Mail, will be despatched from this for BOMBAY, on SATURDAY, the 17th June, at Noon, taking Passengers and Cargo for the above Ports in connection with the Company's s.s. Britannia, 6,525 tons, from Colombo. Passengers' accommodation in which vessel is secured before departure from Hongkong. Silk and Valuable all Cargo for France, and Tea for London (under arrangement) will be transhipped at Colombo into the mail steamer proceeding direct to Marseilles and London; other cargo for London, &c., will be conveyed from Bombay by the R.M.S. Calcutta, due in London on the 30th July, 1905.

Parcels will be received at this Office until 4 p.m. the day before sailing. The contents and value of all packages are required.

For further Particulars, apply to L. S. LEWIS, Acting Superintendent, Hongkong, June 3, 1905.

101

GREAT NORTHERN STEAMSHIP COMPANY.

Operating in conjunction with THE GREAT NORTHERN AND NORTHERN PACIFIC RAILWAY OF U.S.A.

FOR SEATTLE, via SHANGHAI, NAGASAKI, KOBE AND YOKOHAMA (Passing through the INLAND SEA OF JAPAN).

THE Magnificent New Twin-screw Steamship

'MINNESOTA',

Tons 20,718 Gross Reg.

Captain J. H. Bremer.

Will sail on TUESDAY, the 20th June, at Noon, conveying Cargo to the Pacific Coast, United States and Canadian Overland Common Points, also Passengers to the United States, Europe, &c.

This Steamer is luxuriously fitted with spacious SUITES and STATE ROOMS; equipped with CIRCULATING LIBRARY, MUSIC, SMOKING ROOMS, BARBER SHOP, NURSERY, STEAM LAUNDRY, &c.

Special Provision is made for the safe transit of SILK, TREASURE and Valuable Cargo; and PARCELS are carried at low rate to all points of U.S.A. in connection with the Great Northern and Northern Pacific Express Companies.

Trans-Pacific Cabin Passengers by this Line can, if desired, TRAVEL BY RAIL between the ports of Nagasaki, Kobe and Yokohama WITHOUT EXTRA CHARGE. Also FIRST-CLASS RETURN TICKETS to Shanghai and Japan Ports are available for return by the steamers of the REGULAR MAIL LINES.

For Freight or Passage, apply to NIPPON YUSEN KAISHA, Agents.

Hongkong, June 13, 1905.

1044



STEAM FOR

FIUME AND TRIESTE Direct, Calling at SINGAPORE, PENANG, COLOMBO, BOMBAY, ADEEN, SUEZ and PORT SAID.

(Taking cargo at through rates to the Brazils, to SOUTH AFR

Intimations.

MIYAKO HOTEL,

KYOTO, JAPAN.

A NEW AND STRICTLY FIRST-CLASS HOTEL.

December 5, 1904.

2181

OSAKA HOTEL,

NAKANOSHIMA PARK,

OSAKA, JAPAN.

(TELEPHONE: No. 713, HIGASHI).

THIS HOTEL, which faces the River on Three Sides, is the only one in OSAKA Catering for Foreigners.

ALL UP-TO-DATE COMFORTS AND EXCELLENT CUISINE.

R. EARI, Manager.

December 5, 1904.

2182

CHAMPAGNE.

VEUVE CLICQUOT PONSARDIN

RHEIMS.

Maison fondée en 1788. WERLE & Cie, Succrs.

ENGLAND DEMI SEC, ENGLAND SEC, DRY ENGLAND, (EXTRA DRY).

\$48 per case of 12/1 or 24/2 bottles.

When asking for 'CLICQUOT,' that is to say, for the genuine 'LA VEUVE CLICQUOT,' the public are cautioned against accepting other brands with closely resembling names and labels.

APPLY TO—

CHINA EXPORT-IMPORT & BANK-CIE,

SOLE AGENTS FOR CHINA AND JAPAN.

2, CONNAUGHT ROAD, HONGKONG.

Hongkong, May 9, 1905.

538

Notices to Consignees.

'BEN' LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

STEAMSHIP BENANTI.

FROM ANTWERP, LONDON AND STRAITS.

CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the Godowns of the HONGKONG AND KOWLOON WHARF AND GODOWN CO., LIMITED, whomever and for whom the Goods are to be landed.

No Claims will be admitted after the Goods have left the Godowns, and all Goods undelivered after the 15th Inst., will be subject to rent.

All Claims against the Steamer must be presented to the Undersigned on or before 25th Inst., or they will not be received.

Broken, chafed, and damaged Goods will be left in the Godowns where they will be examined on the 15th Inst., at 11 a.m.

No Fire Insurance has been effected. Bills of Lading will be countersigned by GIBB, LIVINGSTON & Co., Agents.

Hongkong, June 12, 1905.

1139

NOTICE TO CONSIGNEES.

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY'S STEAMER JATA.

FROM ANTWERP, LONDON, MALTA, PORT SAID, SUEZ AND STRAITS.

CONSIGNEES of Cargo by the above-named Vessel are hereby informed that their Goods are being landed and placed at their risk in the Godowns of the HONGKONG AND KOWLOON WHARF AND GODOWN CO., LIMITED, where each consignment will be sorted out Mark by Mark and delivered as soon as the Goods are landed.

This Vessel brings on Cargo:—From London, &c. ex s.s. Arabia.

Optional Goods will be landed here unless instructions are given to the contrary before 3 p.m. of the 15th Inst., at 4 p.m., will be subject to rent.

No Fire Insurance will be effected by me in any case whatever.

Damaged packages must be left in the Godowns for examination by the Consignees and the Company's representative at an appointed hour. All claims must be presented within ten days of the steamer's arrival here after which date they cannot be recognized. No claims will be admitted after the goods have left the Godowns.

L. S. LEWIS, Acting Superintendent.

Hongkong, June 9, 1905.

1126

THE FIRST CHINESE NEWSPAPER EVER ISSUED UNDER PURELY NATIVE DIRECTION.

The Chinese Mail

報日字華

THE LEADING CHINESE POLITICAL AND COMMERCIAL JOURNAL.

PUBLISHED EVERY MORNING.

CONTAINS THE MOST RELIABLE TELEGRAPHIC NEWS FROM NORTH CHINA.

ALL THE LATEST INTELLIGENCE FROM THE VARIOUS PORTS IN CHINA AND JAPAN.

\$4 per Annum delivered in Hongkong \$12.50 to all Coast Ports.

6 WYNDHAM STREET, HONGKONG.

Orders booked by Manager, 'CHINA MAIL' CHINESE SCHOOL BOOK

II—Tsin Tsa Man.

Translated into English by Dr. E. J. EITEL.

Price 40 Cents.

'CHINA MAIL' Office 5 Wyndham Street.

THE STRIKE IN CHICAGO.

SAN FRANCISCO, May 4.—Serious rioting has resulted from the importation of thousands of non-union workers into Chicago, several of whom were shot, while many others were injured by being struck with stones thrown by an infuriated mob.

The strike is rapidly developing into a general industrial upheaval in which the hoodlum element is taking advantage of the disturbed conditions to commit the most audacious crimes. The entire force of State troops, police, and special constables, is actively engaged in suddenly in different parts of the city, and it is announced that unless the rioting ceases, an urgent call will be made for Federal troops. There are now six trades involved in the strike.

The first union to stop work was the garment workers, who sought for shorter hours and the abolition of the so-called sweating shops. These workers number at least four thousand and include hundreds of women and children. The teamsters union voted to strike for an eight-hour day, and the States Federation decided to lend financial assistance. Since then, four more trades are at a standstill owing to a decision of the City Labour Council to begin at once a number of sympathetic strikes to compel the employers to grant the demands of the garment workers and teamsters. The strikers remain firm in their demands, but show no disposition to accept arbitration. In a statement made to-day from the headquarters, the rioting is severely denounced and another warning has been issued to the strikers to abstain from any participation in the disturbances. President Compers, of the American Federation of Labour, is expected in Chicago from Washington. It is understood that the executive council of the Federation has endorsed the strike.

THE PARIS PLOT.

Amusing Contretemps.

PARIS, April 10.—The President is mightily amused—in a private way, of course—over Captain Tamburini's plot to kidnap him and put Prince Victor Bonaparte in his place.

'My friends,' says M. Loubet, 'have been urging me to accept the second term of office which, they assure me, the country would accord to me. If anything could induce me to agree to it would be this project of a coup d'Etat. What fun!'

And what a first-rate name for the author of this back-parlor plot! 'Tamburini! It irresistibly suggests a farcical comedy, a burlesque, a roaring extravaganza. Why should not the comic theatre take it up? The gallant Captain Tamburini himself, appearing on the stage, would be worth five hundred pounds a night. Monsieur le Capitaine Tamburini has enriched the colloquialisms of the world with a new phrase. We speak of 'the Greek Kalends,' a 'blue moon,' 'the coming of the Cossigrues,' to signify a time which will never happen.

And now we have 'the Ideas of Mary.' Beware 'the Ideas of Mary,' runs the Bonapartist warning to President Loubet. 'A misprint,' exclaims the English reader. 'A misprint,' everybody, in his or her charitably, exclaims. 'A misprint,' I myself, being a charitable person, surmised.

But no. Monsieur le Capitaine Tamburini has given the name *Aux Ideas de Marie* has to the secret depots wherein the plotters have stowed the uniforms and the muskets wherewith they were to equip the rag-tag-and-bob-tail 'regiment' of 'six hundred men' for the capture of the Elysée Palace and the kidnapping of its admirable President.

It is more than three months since the first overtures of the plot for the restoration of the Bonapartes were made. The cradle of the plot was the Rochefort garrison. 'Our uniforms, our powder and shot,' etc., etc., are tactically distributed in places round about Paris. And here are the detectives, the ordinary police—M. Leprieu's smartest men—rummaging and hunting all over the country in search of hidden rifles and ammunition. They are tapping the walls of houses, they are digging up cabbage gardens—*mais on n'a rien trouvé*.

Some officers of the Army are telling how they were approached by Tamburini. Some members of the Chamber of Deputies—e.g., M.M. Dion, Flaudin, Lastes—alleged to have been in the 'plot,' have hurried to hot indignation to the Minister of the Interior, and violently protested against any association of their name with the name of Tamburini.

Beware of a Cough.

NOW is the time to get rid of that cough, for if you let it hang on no one can tell what the end may be. Others have been cured of their coughs very quickly by using Chamberlain's Cough Remedy. Why not you? For sale by All Dealers, WATKINS & Co., Ltd., General Agents.

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HISTORY OF THE CHURCHES OF INDIA, BURMA, Siam, THE MALAY PENINSULA, CAMBODIA, ANNAM, THIBET, CHINA AND JAPAN, Narrated to the Society of the 'Missions Evangeliques' (Translated by EDWARD HARPER PARKER. Reprinted from 'THE CHINA REVIEW.' Price ONE DOLLAR.

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Electric Fans (if required).

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Hongkong, June 10, 1902.

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Hongkong, February 13, 1905.

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